

# THE SAILORS' MAGAZINE.

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No. 9

## ANNIVERSARY.

THE THIRTY-SEVENTH ANNIVERSARY OF THE AMERICAN SEAMEN'S FRIEND SOCIETY, will be held at IRVING HALL, corner of Irving Place and Fifteenth St., near Union Square, on Monday Evening, May 8th, at 7½ o'clock.

It is hoped there will be a large attendance of the friends of Seamen.

## Letter from Hon. Gideon Welles, Secretary United States Navy.

WASHINGTON, March 31, 1865.

DEAR SIR :

I am honored by yours of the 23d instant, inviting me to be present at the Twenty-seventh Anniversary of the American Seamen's Friend Society, on the 8th of May next.

Appreciating, as I do, most fully the labors of the Society, and acknowledging its claim on the Navy, I nevertheless shall, in all probability, be unable to be with you on that occasion.

With thanks for your polite invitation and my best wishes for yourself and the Society,

I am, Very truly yours,

GIDEON WELLES.

Rev. S. B. S. BISSELL.

## Valuable Testimonial from Rear-Admiral Dupont.

NEAR WILMINGTON, DEL.,  
March 28, 1865.

REV. AND DEAR SIR :

I have your favor of the 23d kindly inviting me to be present at the Anniversary of the American Seamen's Friend Society in May next.

I regret that it will not be in my power to attend on the occasion ; the more so that I have followed the operations of the Society the world over, with the greatest interest, particularly since the period that I became a member, at the Sandwich Islands, in 1847.

I have also been a constant reader of the Sailor's Magazine, and it gives me pleasure to avail myself of the unexpected opportunity to express to you, reverend sir, as its editor, how much I have appreciated its true religious spirit, its fair and candid tone, and the healthful instruction it conveys, so happily, to that most deserving class of our fellow citizens, the American Seamen.

Do me the favor to receive the inclosed check to be applied to the objects of the Society, and believe me, Rev. and Dear Sir,

Yours most respectfully and truly,

S. F. DUPONT.

To Rev. S. B. S. BISSELL.

(The check enclosed was for \$100.)

### Death of William B. Crosby, Esq.

At the regular monthly meeting of the Board of Trustees of the American Seamen's Friend Society, William A. Booth, Esq., President, in the Chair, the following preamble and resolutions were adopted unanimously:

WHEREAS, this Board has recently been called to mourn the death of one of its oldest and most valued members WILLIAM B. CROSBY, Esq., Honorary Vice-President of the Society in 1844, Member of the Board of Trustees from 1845 to the time of his death, March 18, 1865, and Acting Vice-President for the past three years, therefore,

RESOLVED, as the sense of this Board, that it is with sincere sorrow we record the death of our highly esteemed, much beloved, and faithful colleague and co-laborer. His constant and punctual attendance at our meetings, his long and faithful service on the Home Committee, his interest in the work, his benevolence, his uniformly courteous, kind, and gentlemanly bearing, his singular guilelessness, his unaffected simplicity of manner among us, has greatly endeared him to us all. His memory is fragrant with all those graces that spring from a truly Christian heart and life.

RESOLVED, That in the midst of this bereavement and grief our gratitude is due to our and his Redeemer for this strong consolation, that he has been kept, through a long and useful life, to the full maturity and ripeness of a christian manhood, and has passed thence so calmly to his heavenly inheritance, his eternal reward. Our loss is his great gain.

RESOLVED, That we tender to the numerous family circle, and the bereaved Church, of which he was so

long a devoted member and support our sympathy and condolence.

RESOLVED, That these resolutions be entered on the minutes, printed in the SAILOR'S MAGAZINE, and sent to the family and to the pastor of the Market Street Dutch Reformed Church.

Hon. William Sturgis,

OF BOSTON.

The following article, condensed from Dana's Merchants' Magazine, is commended to the careful reading of young sailors, and young men and boys intending to become sailors:

It is an instructive fact that the men who of late years have been chiefly distinguished, in New England, for elevation of character, and who have acquired the largest fortunes and exerted the greatest influence upon commercial and manufacturing interests, were men of no early advantages; with no means of providing their daily bread but their own industry; no better education than our public schools afforded; and no patrons but such as faithful service in humble stations had acquired for them.

The energy, self-devotion, personal independence, moral purity, and earnestness, ever exhibited by these eminently and truly successful men, find a new and wonderful illustration in the subject of this Memoir; who, entering life upon a little farm on the sands of Cape Cod, began his career of self-reliance when sixteen years old, as a sailor-boy before the mast, on wages of seven dollars a month, and has recently closed his days on earth at the ripe age of eighty-one years,—possessed of a most ample estate, standing with his family in the foremost rank of American society, and distinguished for a highly cultivated intellect, and for a remarkably extensive knowledge, that embraced not only the commerce of the globe, but a wide field of historical and literary information. Nor was he less conspicuous for firm and liberal principles, for a clear conception of justice, for a high sense of honor, for gen-



erous sentiments and tender affections; and he died surrounded by numerous and ardent friends of all ages—from gray-haired contemporaries, to the little children who loved to gather around him to listen to his tale of marvels and adventures among the Indians of the North-west Coast.

WILLIAM STURGIS was born on the twenty-fifth day of February, 1782, in the town of Barnstable, on Cape Cod, in Massachusetts, near to Plymouth, the landing-place of the Pilgrims of the "Mayflower." His father, of the same name, was a highly respectable shipmaster of Barnstable, who for many years sailed in command of various vessels from Boston.

His mother was HANNAH MILLS, the youngest daughter of the Rev. JONATHAN MILLS, a graduate of Harvard University, who was settled in the ministry at Harwich, where he died.

His earliest introduction into life was to a sphere of usefulness and responsibility. His father's nautical pursuits kept him from home for the greater portion of his time, leaving to his wife the care of the young family (of which William was the eldest child and the only son,) and of the few acres of land that constituted what was then called a Cape-Cod farm. She was a capable and energetic woman, with a large share of sound common sense; but she found it indispensable to avail herself of the aid of her son, as soon as he was old enough to afford any, in the management of their domestic affairs. She was, however, too judicious to suffer her requirements to interfere with his regular attendance at school, whenever one, public or private, was within reach.

At the age of thirteen, she sent him to a private school at Hingham; here he passed a year. These, however, were the last of his school days. In the year 1796 he came to Boston, and entered the counting-house of his kinsman, the late Mr. Russell Sturgis, at that time largely engaged in the purchase and exportation of what were denominated "shipping furs."

It must be remembered that Mr. STURGIS was then only fourteen years of age, and yet, during the eighteen

months he remained in this situation, he so faithfully improved his time and means for acquiring knowledge, as to familiarize himself with the business of his employer, and thereby in a peculiar manner became prepared for taking advantage of the contingencies which soon unexpectedly presented themselves. We well know that there is a divinity that shapes our ends: still we also know that if we do not use the means Providence is wont to bless, neither circumstances will help us nor divinity aid us. Success is within the reach of every man who improves his every advantage. What are called fortuitous circumstances happen to all. Some, however, have fitted themselves, by previous study, for taking advantage of them, while others have not.—Thus was it in the case of Mr. STURGIS. When he entered that counting-house he had no idea the information he might acquire would ever be of any particular use to him. His taste was rather for the sea. Still he went to work earnestly and faithfully, thoroughly acquainting himself with the details of the business, so that when the occasion to use this knowledge arose he was fully prepared.

After remaining in the service of Mr. Russell Sturgis nearly eighteen months, he entered the counting-room of Messrs. James and Thomas H. Perkins, merchants of great eminence and extensive commercial relations, and at that time much engaged in trade with the North-west Coast and China.

About this time, and in the year 1797, his father died abroad, his vessel having been captured and plundered by piratical privateers in the West Indies. His family were left in straitened circumstances; and WILLIAM, being now thrown wholly upon his own resources, and compelled to adopt some occupation that might not only secure his present support, but give promise of future success in life, did that "which was most natural for a young Cape Cod boy to do" under such circumstances,—he decided to "follow the sea."

The rudiments of navigation had been taught at the school he attended. But now he set earnestly to work,

devoting all the time that could be spared from his duties in the counting-room to the acquisition of such further knowledge of the theory and practice of the art, as would qualify him for office on board of a ship; and after a few months of diligent study, he was pronounced competent to navigate a ship to any part of the world.

In the summer of the year 1798, his employers, the Messrs. Perkins, were fitting out a small vessel, the "Eliza," of one hundred and thirty-six tons (below the average in size of those now employed in the coasting trade) for a voyage to the North-west Coast, San Blas on the western coast of Mexico, and China, under the command of Captain James Rowan. This officer was a good practical seaman, without education or much theoretical knowledge of navigation; but, having been several times on the North-west Coast, he was well qualified to carry on a trade with the Indians, which was conducted wholly by barter. The large number of the crew for a vessel so small, amounting to one hundred and thirty-six men, but necessary for defence against the Indians, rendered the passage one of great discomfort to those before the mast, and exposed the "green hand" to a somewhat severe experience of the hardships of a sailor's life. They sailed from Boston early in August; and, after touching at the Falkland and Sandwich Islands, they reached the North-west Coast in the latter part of the month of December. Captain Rowan soon perceived the peculiar qualifications and efficiency of young STURGIS, and selected him as his assistant in the management of the trade. Thus early in life he was able to turn the information obtained in the counting-house to a good account. With his usual faithfulness and thoroughness he now devoted himself not only to the mastery of the business in all its details, but also to a laborious study of the Indian languages, and to the cultivation of friendly relations with the natives by kind words and courteous manners, as well as by the most scrupulous truthfulness and honor in his dealings with them. By such means he soon succeeded in securing a degree of affection, respect

and influence among the natives of the forest, to which no other white man had ever attained. Indeed, his name has ever since been cherished by these untutored savages with singular affection and reverence, in sad contrast with their recollections of the vices and barbarities of others, whose superiority in civilization, if such it can be called, served only as the means of brutal excesses, frauds and cruelties, of which the former experience of the poor Indian afforded no parallel.—Among the latest tidings from that decaying race came affectionate inquiries from an aged chief concerning his old friend, "the good Mr. STURGIS,"—the dying echo of the influences of a noble character upon the children of the forest, still reverberating, after more than sixty years, from the shore of the Pacific Ocean to his grave on the shore of the Atlantic.

After visiting numerous tribes, and disposing of the portion of the cargo destined for that coast in exchange for sea-otter skins and other furs, they anchored in the port of Caigane, in latitude 55° north, much frequented by trading vessels. Here they found two Boston ships—the "Despatch," commanded by Captain Breck; and the "Ulysses," by Captain Lamb. The crew of the latter ship were in a state of mutiny. They and the officers having revolted a few days before, had siezed the Captain, put him in irons, and confined him to a state-room, with an armed sentry at the door. This was alleged to have been done in consequence of the cruel treatment by Lamb of those under his command. Captains Rowan and Breck interfered, obtained his release, and took him on board of the "Eliza." After negotiations with the mutineers, occupying several days, and a promise by Lamb to pardon all that had been done, and to treat them better in future, the crew, with the exception of the officers and two seamen, consented that he should resume the command of his ship. This was done; the second and third mates, with the two unwilling seamen, being taken on board the other vessels, and the chief mate being confined in irons on board of the "Ulysses." This arrangement left that ship with no officer except—



ing the boatswain, who was illiterate, and without a knowledge of navigation. Captain Lamb made very liberal proposals to induce some officer from the "Eliza" or "Despatch" to take the situation of chief mate on board of his ship, but unsuccessfully; his reputation for ill treating his officers as well as his men was so bad that no one was willing to go with him. It was indispensable, however, that there should be some officer on board capable of navigating the ship, and of managing the trade with the Indians, to take the place of Captain Lamb, in the event of his death, or his inability to continue in command.

Young STURGIS being competent for both of those duties, although deficient in practical seamanship, Capt. Lamb proposed that he should take the place of chief mate of the "Ulysses," with liberal wages; and should also act as his assistant in trading with the Indians, and for his services should receive a small commission upon all furs collected on the Coast. Such an offer to a lad of seventeen, then a boy in the forecandle, doing duty as a common sailor, but eager for advancement in the profession he had chosen, was too tempting, in regard both to station and emolument, to be rejected; and on the thirteenth day of May, he left the "Eliza," and joined the "Ulysses," though not without serious misgivings. They remained on the Coast, collecting furs, until November; when they sailed for China, and arrived at Canton near the close of the year. There they found the "Eliza," which, after visiting several ports on the western coast of Mexico, reached Canton in October, and was then nearly ready to sail for home. Young STURGIS had found his situation on board of the "Ulysses" less uncomfortable than he had apprehended, but nevertheless far from being a pleasant one; and he eagerly accepted a proposal from Captain Rowan to rejoin the "Eliza," and take the position of third mate on her homeward passage. As Capt. Lamb could easily procure experienced officers at Canton, he consented to this arrangement; and, professing entire satisfaction with the manner in which Mr. STURGIS had performed

his duties, promptly paid him his wages and commissions. The "Eliza" soon afterwards sailed, and arrived in Boston in the spring of the year 1800.

The reputation of Mr. STURGIS was now so far established, that he was immediately engaged to serve as first mate and assistant trader on board of the ship "Caroline," owned by Messrs. James and Thomas Lamb and others, and then fitting out for a three years' voyage to the Pacific Ocean and China, under the command of Captain Charles Derby of Salem—a worthy man, but not particularly qualified for the enterprise, as he was in feeble health, had not before visited the coast, and knew nothing of the Indian trade. He appeared to be in a consumption when they sailed; and his health failed so rapidly, that, before the end of the first year, he virtually gave up the command to Mr. STURGIS; and, in the course of the second year, he formally resigned it to him, went on shore at the Sandwich Islands, and there died shortly afterwards.

Thus this young man, at the early age of nineteen, and with less than four years' experience at sea, became master of a large ship in a far distant country; the sole conductor of an enterprise requiring the highest qualifications of seamanship, together with the greatest energy and discretion in the management of a large crew, employed in peculiar and miscellaneous services on shore as well as on board; and requiring also unceasing vigilance and courage to prevent surprises and attacks by the savage inhabitants, and great judgment and skill in conducting a barter trade, now committed wholly to his care and responsibility. He proved himself worthy of the trust, for the voyage was completed with entire success. A valuable collection of furs was obtained on the coast; these were exchanged at Canton for an assorted China cargo, with which he returned to Boston in the spring of the year 1803, to the great satisfaction and profit of his employers.

It is difficult to imagine a state of more intense satisfaction, and of more laudable pride, than that with which this youth, just entering upon man-

hood, and not yet invested with its legal responsibilities, must have greeted the shores of his native state.—Only five years before, he had left it as a stripling before the mast, and he was now returning to it as the master of a noble ship, with a valuable cargo on board, the fruit in great measure of his own skill and exertions, and with the consciousness of an established reputation that would thereafter enable him to command opportunities in the road to rank and fortune.

These two voyages were unusual ones in many particulars. But especially remarkable was it that during them such responsibilities should have fallen on a mere boy, and that he should have been able to fill successfully the different trusts thus conferred upon him. Yet when we think of his previous, though brief, business life, and especially when we examine the "Diary" kept by him during his first voyage, all astonishment ceases, for we find he was a fully developed man even at that time. He had cultivated to such an extent the habit of doing thoroughly the work before him to do,—mastering and understanding it in all its details,—that success could not fail to follow his efforts. Thus this "Diary" contains a minute and accurate record of all the transactions, not only of his own vessel and trade, but also of all the vessels which they met on the Coast, or of which they could obtain any account: a full account and description of their voyages, and places visited, with the latitude and longitude of each; also, an account of the various Indian tribes, their manners, habits and modes of traffic, with criticisms and comments of great interest and value upon the manner of conducting the trade, and the vices, faults, follies and mistakes of those engaged in it: a detailed statement of the course to be pursued in order to make a successful voyage; also, a sort of dictionary or list of the most familiar Indian words—the English in one column, and those of the several tribes opposite to them in corresponding ones,—evidencing the pains he took for the accurate learning of their languages. Of these he became so thor-

oughly a master, that, as the writer of this memoir has been recently informed, by one engaged in like enterprises, and who saw him on the coast, he could converse easily with the natives in their own tongues upon all subjects, whether of religion, philosophy, morals or of trade.

Is there not, then, in this daily record which he kept a full explanation of his marvellous success? By this constant study of all the details and various elements and phases of the business in which he was engaged, he became the master of his profession, and was able, whenever a better opening offered, to fill it acceptably. If young men could remember and act upon the lessons these facts teach, it would be to them of great value. To acquaint oneself thoroughly with all the details of one's business, to perform its duties not only faithfully but with the determination to learn all that can be learned in it, is the sure road to promotion. Most are satisfied with accomplishing the labor required of them: but those who succeed are never satisfied so long as there is anything more to be done or learned.

Of course the owners of the vessel were solicitous for the continuance of such an agent in their service. She was at once accordingly fitted out, and sailed under his command on another similar voyage, which also proved eminently successful, terminating in June, in the year 1806.

Mr. STURGIS, or, as he was then uniformly styled, Captain STURGIS, was now foremost among all engaged in this department of commercial enterprise; and his services were of course eagerly sought for. Mr. Theodore Lyman, a merchant of Boston, largely interested in the North-west trade, had, at this time, two ships on the coast; and was fitting out another for the same destination, named the "Atahualpa." He offered Captain STURGIS very liberal terms to take command of his ship and proceed to the Coast for one season, and assume the charge and direction of all his business there; and thence to go on to Canton, taking with him one of the other two vessels, and furs collected by all of them, to be exchanged for



homeward cargoes. This offer was accepted; and, in October, he sailed on his fourth voyage round the world. Thus the sailor-boy of 1798 had become in 1806, as it were, an admiral, in command of a fleet upon the Coast, where, eight years before, he had arrived in the humblest station. This expedition also proved very profitable both to Mr. Lyman and to himself, and terminated on his arrival in Boston in June, 1808.

The threatening aspect of the foreign relations of the United States, and the embargo which then paralyzed commercial enterprise, detained Mr. STURGIS at home until April, in the year 1809; when he again sailed in command of the "Atahualpa," for Mr. Lyman, upon a direct voyage to Canton, with an outfit exceeding three hundred thousand Spanish milled dollars, to be invested there in a return cargo. In this adventure the late Mr. John Bromfield was associated with him,—a gentleman of great intelligence and elevated character. A warm friendship immediately grew up between them, which constituted much of the happiness of their lives, until the lamented death of Mr. Bromfield, in the year 1849.

The vessel, lightly armed with a few small cannon, came to anchor in Macao Roads (about seventy miles from Canton) on the night of the 21st of August; and, early the next morning, was attacked by a fleet of sixteen Ladrone or piratical vessels, some of them heavily armed, under command of Appotesi, a noted rebel chief. The fight was a very desperate one on the part of the comparatively small crew of the "Atahualpa," and continued for more than an hour; some of the pirates being so near as to succeed in throwing combustibles on board, which set the vessel on fire in many places. But the coolness and intrepidity of her commander, aided by the presence and assistance of Mr. Bromfield, inspired her gallant crew with invincible courage. The pirates were repulsed with great slaughter, and the ship was enabled to escape, and find protection under the guns of the Portuguese fort. She was again attacked by them on her passage up, in company with four other American

ships, but finally reached Canton in safety. This voyage, like all the rest in which he had been engaged, terminated very successfully, and he arrived at Boston in April, 1810.

By twelve years of arduous effort and unremitted toil in the service of others, at sea and in foreign lands, and by prudent economy, Mr. STURGIS had now acquired sufficient means for establishing himself in business on his own account. He concluded, therefore, to abandon the sea; and now entered into copartnership with Mr. John Bryant, under the name and firm of "BRYANT & STURGIS," as merchants resident in Boston for the prosecution of foreign trade. This copartnership continued for more than half a century, being for many years the oldest in the city of Boston, and was indeed terminated only by the death of Mr. STURGIS.

Their business was principally with places upon the Coast of the Pacific and with China; and, from the year 1810 to 1840, more than half of the trade carried on with those countries from the United States was under their direction. They occasionally, however, had commercial intercourse with nearly every quarter of the world.

We have thus given a hasty and brief review of the business life of Mr. STURGIS. His persevering energy, quick perception and thorough business habits have worked results far reaching in their effect upon the commercial enterprise of the country. It would, therefore, be both pleasant and instructive to dwell longer upon this portion of his life's works, but it is impossible at the present time to do so.

Nor have we the space to notice at length his political career. It could not be otherwise than that a person of the mental strength and activity of Mr. STURGIS should soon become generally known and appreciated, and that any political party should desire to increase its power and influence by sending him as its representative in the public councils. \* \* \*

Among the varied attainments of Mr. STURGIS, perhaps the most remarkable was his ability as a writer. With few early advantages, and

amidst occupations certainly unfavorable to the cultivation of letters, we find him exhibiting unusual beauty, clearness and power of composition.\* \*

That he could have found time amidst his engrossing business cares for the mental culture evidenced by his writings is truly wonderful. His whole nurture, indeed, seemed fitted for the cultivation of the sterner virtues almost exclusively. His childhood and early boyhood passed upon a little sterile farm, the labors of which devolved principally upon himself, with no room for mental expansion beyond the occasional privileges of a village school; his youth and early manhood spent on shipboard, in the rough companionship of the fore-castle and the steerage, or in the lonely watches of despotic authority upon the quarter deck,—breasting the tempests of the open sea, or the more harassing perils of coastwise navigation upon wild and inhospitable shores; his introduction to business life in traffic with the savage inhabitants of the Coast; and his almost total seclusion, in most of the forming periods of life, from the opportunities of mental and spiritual culture, and the influences of a refined civilization,—might well have seemed calculated for the growth only of the heroic courage, indomitable energy, self-reliance, and ability to command, by which he was among all men pre-eminently distinguished. But there was a native urbanity, a depth of affection, a readiness of sympathy, a generosity, a refined nobleness of nature, manifest to those whom he loved, or to whom friendship or any just claim gave opportunity for the exercise of them. To these we add a love of letters, a ready wit, a sense of honor, and an appreciation of the courtesies and amenities of cultivated life, which might seem hard to be accounted for under such rough training, except in the natural structure of his mind and heart,—as steel of the hardest temper takes the finest polish.

THE QUICKEST PASSAGE from the Sandwich Islands on record is said to have been made by the ship *Dreadnought*, which arrived at New Bedford on Saturday, 82 days from Honolulu.

## Early Lake Navigation.

BY U. P.

From the United States Service Magazine. Vol. 2'  
No. 11, November, 1864.

The early history of the Navigation on the great Western and Northern lakes from its immense strides and its vast national importance, constitutes a noble subject for contemplation. Hitherto but little has been written on the subject, and we are left to depend on incidental allusions to it, scattered over the pages of various publications. The best, if not the only, connected list of vessels built on Lake Erie prior to the war of 1812, is furnished by the able pen of Miss Laura G. Sanford, of Erie, in her valuable "History of Erie County." Our present aim is to contribute such names of vessels and other items of information as will assist others who may be willing to undertake the task of writing a full history of Lake Navigation.

Among the adventurers who sought fame and fortune in the American Wilderness stood conspicuously Robert Cavalier Sieur de la Salle, a young man of eminence and learning. He had received from Louis XIV. the rank of nobleman, a large domain, and exclusive trading privileges with the Five Nations. To extend the boundary of New France, and to open commerce with Europe, seemed to be his great object; and to this end he proposed a plan which was carried out many years after—that of establishing military posts on the waters of the Mississippi.

August 7th, 1769, LaSalle launched the *Griffen*, of sixty tons, upon the the Niagara River, between the Falls and Lake Erie. The ironwork and cordage were brought through Lake Ontario in canoes from Montreal. She was, with great difficulty, taken up the rapids at Black Rock, and was laden at Fort Erie with provisions and merchandize, being armed with seven small cannon, and carrying thirty-two passengers, mostly fur traders and Catholic priests. At Green Bay the vessel was re-laden with rich furs, and sailed for Niagara River but was never heard from afterwards.

The Hudson Bay Company, incor-



porated as early as 1669, transported its goods and peltries between Montreal and the upper lakes through the Ottawa River. No vessels, it is believed, were built above the Falls of Niagara, by the French, after the *Griffen*, but the English built very soon after the conquest of Canada. As early as 1762, two small armed vessels were employed on that Lake and the Detroit River, which were ordered to support the garrison of Detroit against the assaults of Pontiac. We, of late, learn that *Gladwin*, *Chipawa*, *Lady Charlotte*, and *Beaver*, were laden with furs, and that the latter vessel was lost the following May, near Sandusky, with a cargo valued at three thousand pounds, and that her crew of seventeen persons perished. We of late learn, too, from L. K. Had-dock, Esq., of Buffalo, that in 1773 the schooner *Charity*, Captain Lant-ton, sailed upon Lake Ontario, carrying merchandize to a company at Niagara, who forwarded them by John Steadman around the Falls to Lake Erie, and from thence they were sent to Detroit, to another company of traders. In 1770, the *Angelica*, of forty-five tons, was sailed by Richard Wright. In August of this year the first vessel on Lake Superior was commenced, under the agency of Henry Baxter, for the Copper Mining Company; outfits were supplied from New York. In 1774, Baxter sold the sloop on Lake Superior, and sent all the copper he had collected to England and closed up the business.

In 1774, Commodore Grant having control of all the vessels on Lake Erie, a vessel of seventeen tons was commenced at Detroit by rival builders, whom he bought out.

In 1789 the Hudson's Bay Company owned a vessel on Lake Superior called the *Speedwell*, and others on Lake Ontario. In 1796 the British had two small armed vessels on Lakes Huron and Erie, called the *Ottawa* and *Chipawa*, commanded by Grant and Cowens.

In 1795 Captain Lee built and sailed a vessel of thirty tons, name unknown. She was the only one on the south side of Lake Erie. She had no crew and made trips only when the passengers could assist in navigating her

In 1796, The *Erie Packet*, built and owned at Fort Erie, sailed regularly to Presq' Isle (Erie) which was the chief place of trade on the south side of the lake, a road having been opened from thence to Le Bœuf, now Waterford, during the French war.

In 1798, the *Weazle*, a small sloop, was employed to convey emigrants along the lake shore, and the schooner *Betsey* was, the next year, employed in the same service. Soon after this the British had a sloop called the *Nancy*, of thirty-eight tons, and a schooner *Nancy*, of ninety-four tons. One of them was captured on Lake Superior by boats from the United States squadron then at St. Joseph's; but in attempting to bring her down the Sault St. Mary's she was stove to pieces, July, 1814. The other was captured by our squadron at Machitash Bay, in the same month.

In 1799 Captain Lee built the *Good Intent*, thirty tons, at Mill Creek. She was lost off Point Albino, 1806, with her crew.

In 1806 the *Caledonia*, of eighty-five tons, and the sloop *Hunter* and schooner *Thames*, of eighty tons, were employed on Lake Erie.

About this time several armed vessels were built by the British, viz: the brig *Hunter*, in 1806, ten guns; the *Camden*, of one hundred tons, in 1804, carrying ten guns; the sloop *Hope*, lost near St. Joseph's, Lake Huron; the *Queen Charlotte*, of seventeen guns, in 1809; the brig *Lady Prevost*, thirteen small guns, in 1810; the flag-ship *Detroit*, nineteen guns, in 1813; the *Little Belt*, an armed sloop, captured from the United States. The five last named vessels and the brig *Hunter* made up the squadron captured by Perry.

On the south side of the Lake, in 1802, the United States Government built two vessels, at Detroit, viz: the brig *Adams*, of one hundred tons, sailed by Captain Brevoort; and the schooner *Tracy*, of fifty-three tons. The *Tracy* was stranded and lost on the reef off Fort Erie. The *Adams* continued in commission until the war of 1812; when she was surrendered by Hull to the British, at Detroit, and was called the *Detroit*. She was afterwards captured at Fort Erie by

Lieutenant Elliott, and stranded and burned on the outside of Squaw Island, at Black Rock.

In 1809, Rufus S. Reed and Captain Dobbins purchased a schooner called the *Charlotte*, of ninety tons, from Mackintosh of Canada, and changed her name to *Salina*, and Captain Dobbins sailed her until 1812. Being at Mackinaw, when it was captured by the British, this vessel was taken with all on board. She was converted into a Cartel and sent down to Detroit with provisions. Here General Hull took her from Captain Dobbins and turned her over to the British, leaving the Captain to make his escape to Erie in the best way he could. This vessel, the British, while fitting out their squadron at Malden, employed in drawing supplies from various parts of the lake. She was finally frozen up off Malden, and drifted down the lake to opposite Erie, where Captain Dobbins discovered and burned her in the winter of 1812-13.

The sloop, *Friends' Good-will*, which surrendered to the British at Mackinaw, was taken into the British service and armed, and called the *Little Belt*, already mentioned as belonging to the squadron captured by Perry.

In 1808, Major Carter built a schooner, at Cleveland, called the *Zephyr*, sailed by Captain Cummins. She was the first vessel built in that port.

The *Ottawa*, a small schooner taken from the United States early in the war, at Maumee, was employed at Malden as a tender or lookout vessel, while the British were preparing for a conflict with Perry. She took a peep into Put-in-Bay to reconnoitre, and unexpectedly found herself near the squadron. Captain Champlain chased her, in the *Scorpion*, and would have caught her but his schooner run aground and allowed the *Ottawa* to escape.

The vessels just named, *Salina*, *Mary*, *Friend's Good-will*, and *Ottawa*, were all captured by the British early in the war, and finally, all recaptured or destroyed by the Americans. There were other armed vessels captured from the United States which were not recaptured. The *Detroit* (*Adams*) cut out by Lieutenant Elliott, which drifted and stranded upon Squaw

Island, and was burned; the *Scorpion* and *Tigris*, taken on Lake Huron, 1814; the *Ohio* and *Trippe*, cut out near Fort Erie, and subsequently employed in the merchant service in Canada; and the *Little Belt*, captured near Buffalo.

The British had a small sloop called the *Mink*, laden with furs, which was taken by the United States squadron, July, 1814, near St. Josephs, on Lake Huron.

The sloop *Detroit*, of fifty tons, was bought from a merchant by General Wayne at Detroit, in 1796. She carried the General to Erie a short time before his decease, and was wrecked the following autumn near Erie.

In 1800 the *Harlequin* was built by Silas Beebe, and was lost the next year with all on board.

#### VESSELS BUILT ON THE SOUTH SIDE OF LAKE ERIE.

The first vessel built on the south side was the sloop *Washington*, of thirty-five tons, at Four Mile Creek east of Erie. She was sold, in 1801, to J. Fairbanks, of Queenston, who drew her across the Portage, from Chippawa to Queenston, and into Lake Ontario.

In 1801 the *Wilkinson*, of sixty-seven tons, is heard of.

The United States built a vessel of thirty tons, called *Niagara*, which was changed to *Nancy*, sold to Porter, Barton & Co., contractors for the United States army. The same year said firm built the *Contractor*, of fifty tons, and sold her to the United States in 1812. She was armed and called the *Trippe*, and commanded by Lieutenant Holdup, under Perry.

In 1803 the schooner *Catharine* was built by Sill, Thompson & Co., and sold to the United States, 1812, and commanded in the action by sailing-master Almy, and called the *Somers*.

The schooner *Mary*, built 1805, by Thomas Wilson, for trade between Buffalo and Erie, was sold to the United States, and was included in the surrender of Detroit, by General Hull. She was subsequently burned by the British at the river Thames, on the approach of Harrison's army, in the pursuit of Proctor, in October, 1813.



The following sketch of the origin of Perry's squadron on Lake Erie, and of its gradual destruction, was furnished me by W. W. Dobbins, Esq., son of the pioneer captain, Daniel Dobbins, before named. The captain began the work of building the squadron in 1812, and continued in service as commander of a vessel many years, and died, in 1856, at the advanced age of eighty years, greatly honored and respected by the citizens of Erie.

Captain Dobbins having lost his vessel, the *Salina*, at Mackinaw (as before stated), arrived home at Erie, after many narrow escapes, and was immediately dispatched by Gen. Meade to Washington, with the first official account of the surrender of Mackinaw and Detroit. Having navigated the Lakes many years in trading vessels, he was well acquainted with their shores and harbors, and the few inhabitants on both sides of the Lakes. After a few days examination before the cabinet, assembled at Washington, in regard to the commerce and shipping, and the most suitable place for a naval depot, they decided, in accordance with his recommendation, on the port of Erie. He was tendered a sailing master's warrant, and ordered to proceed to that port, and commence the construction of gunboats, and to apply to Commodore Chauncey, on Lake Ontario, for further instructions. On the 26th of September, he commenced the work with such house-carpenters and others as he could collect, being unable to procure but one ship-carpenter for master builder, viz, Ebenezer Crosby, of Black Rock. The iron, cordage and other necessary materials had to be transported from Pittsburgh, over bad roads; and many other difficulties had to be encountered, to which was added the fact that Chauncey was too much engaged on Lake Ontario to give him or his work any attention, nor could the Captain obtain any instruction from the Navy Department until the close of December. Then it was that Commodore Chauncey, accompanied by Henry Eckford, the great naval architect, arrived at Erie from Lake Ontario, and finished the draughts of the two twenty ton brigs, and left instructions for getting out the timbers for them, and for more gun-boats.

When Commodore Perry arrived at Erie, the last of March, 1813, he found the first one or two gun-boats nearly completed, and the keels about to be laid for the brigs *Lawrence* and *Niagara*, under the superintendence of Captain Dobbins and Noah Brown, chief master-builder, who had arrived at Erie about a month previous from New York.

The six vessels built at Erie were the two twenty ton brigs above mentioned; the schooners *Scorpion*, *Tigris*, *Porcupine* and *Ariel*, which added to those captured and purchased at Black Rock, composed the fleet of Commodore Perry. These added vessels were the *Caledonia*, the *Somers* (*Catherine*), the *Trippe* (*Contractor*), the *Ohio* and *Amelia*, the latter, condemned at Erie as not being seaworthy, was laid up. Thus there were five old vessels captured or purchased at Black Rock, which added to the six new vessels at Erie (after condemning the *Amelia*), made Perry's squadron consist of nine vessels. All the old vessels were purchased for the Government by General Porter and Lieutenant Elliot, at Black Rock.

By the fall of Fort George, on the 27th of May, 1813, the British were compelled to retire from Niagara river, which enabled Perry to move the five old vessels up the rapids, from Black Rock to Buffalo, on the 3d, 4th and 5th of June, having on board the armament and naval stores taken from the temporary navy station at Conjaquady Creek, below Black Rock. Great difficulty was experienced in tracking the vessels up the rapids, which was done by the aid of two hundred soldiers and numerous ox teams. The vessels sailed from Buffalo for Erie, June 12th, Commodore Perry in command of the *Caledonia*; Dobbins in the *Ohio*; Almy in the *Somers*; Holdup in the *Trippe*; and Darling in the *Amelia*.\* After a narrow escape from the British squadron, which was cruising in the eastern extremity of the lake, on the look-out for them, they arrived safe at Erie, thus uniting all Perry's squadron.

Having traced the progress of Lake

\*The writer of this paper was then in the *Amelia*, as Medical officer of the little squadron, and at Erie was transferred to the flag-ship *Lawrence*.

navigation from its commencement to the war of 1812, we arrive at a time of suspension of shipbuilding, which continued during the war, till the peace of 1815, at which time the tonnage on the Lake, owing to shipwrecks, was less than on the day after the battle.

THE FINAL DISPOSITION OF THE VESSELS OF BOTH LAKE ERIE SQUADRONS.

The *Lawrence*, *Niagara*, *Detroit*, and *Queen Charlotte* were sold, in 1834, to George Miles, Esq. The remains of the *Lawrence* and *Niagara* lay in the little basin opposite Erie. The *Detroit* and *Queen* were fitted out and used many years in the merchant service, until they decayed. The *Lady Prevost* was sold to R. S. Reed, and afterwards re-sold to Messrs. Grant & Kerby, merchants, at Lake Erie, in Canada, who sailed her until she was worn out. The *Hunter* was sold and used in the merchant service; the *Caledonia* was stranded below Erie, and was sold to John Dickson, Esq., who raised and rebuilt her, and named her *General Wayne*. The *Somers* and *Ohio* were captured off Fort Erie, and used in the Canadian merchant service. The *Scorpion* and *Tigris* were captured on Lake Huron, and worn out there. *Ariel*, *Chippewa*, *Little Belt* and *Trippe* were lost on Buffalo beach. The *Porcupine* was repaired and used until 1820, when she was transferred to the revenue service. The old condemned *Amelia* was taken to the little basin opposite Erie, and has gone to decay.

"The officers who successively commanded the Erie station were—first, Captain Dobbins; until Perry arrived, the last of March, 1813, when the latter was commander-in-chief, afloat and ashore, until November. Elliot succeeded in command until the spring of 1814; Sinclair, until the spring of 1815; Packet, for a short period; then Dexter, until early in 1819, when he died. Lieutenant Pierce commanded for a short time, followed by Captain Deacon, till 1821; then by Lieutenant Freeman, and last by Captain Budd, under whom the station was broken up. The guns, anchors, sails, rigging, and all other naval stores, were sold at auction, making a final closing up of everything belonging to the station" as United States property.

After peace was proclaimed, commerce revived and flourished more than ever. The first steamboat on Lake Erie, the *Walk-in-the-Water*, was launched at Black Rock, May 28th, 1818. In 1831, the first steamer arrived at Chicago. "Nothing could exceed the surprise of the sons of the forest on seeing this steamer move majestically and rapidly against wind and current, without sails or oars. Above Malden they lined the shores, and expressed their astonishment by repeated shouts of 'Taiyoh nichee!' an expression of surprise." A report had been circulated among them that a "big canoe" would soon come from the noisy waters, which, by the order of the Great Father of the Chemo Komods (Yankees), would be drawn through the lakes and rivers by a sturgeon, and this served for a time to verify the report.

The *Marine Register* for 1860, including Lake Ontario, numbered steam vessels and propellers, three hundred and thirty-five, and sailing vessels eleven hundred and twenty-two, valued at ten millions of dollars. In 1861, the number of sidewheel steamers on the Lakes was sixty-seven; number of propellers, two hundred and nineteen; of barks, ninety-four; of brigs, seventy-five; schooners, eight hundred and ninety-two; the number of tugs, at different points, one hundred and eight.—*Hunt's Merchants' Magazine*, Vol. XLVI, p. 183.

GROWTH OF NAVIGATION ON LAKE ERIE  
IN FIFTY YEARS.

In 1810, on Lake Erie there were about ten vessels, averaging sixty tons each. In 1820, thirty vessels of fifty tons each, and one small steamboat. In 1831, one hundred vessels averaging seventy tons each, and eleven steamboats, with an aggregate capacity of two thousand two hundred and sixty tons. In 1836 there were owned on Lake Erie, forty-five steamboats of nine thousand one hundred and nineteen tons, and two hundred and seventeen ships, brigs, and schooners, of sixteen thousand six hundred and forty-five tons. In 1847, there were sixty-seven steamers, twenty-six propellers, three barks, sixty-four brigs, and three hundred and forty schooners.

The loss of property on the lakes



by disasters, in 1860, was one million two hundred thousand dollars; and of lives, five hundred and seventy-eight.

In 1863 the loss of property was one million four hundred and eighty thousand; and of lives, one hundred and twenty-three.

Steam navigation commenced on Lake Erie in 1818, being eleven years after it was started on the Hudson, and one hundred and thirty-nine years after the launching of the *Griffen* by LaSalle at Niagara River.

In 1824 Captain Samuel Ward, of Newport, Michigan, built a small schooner, the *St. Clair*, of thirty tons, and loaded her with furs, lumber, and potash for the New York market. At Buffalo he took out her spars, and by aid of horses conducted her to Albany through the canal, and by a steam tow boat on the Hudson she reached New York in safety, and was disposed of, with her cargo, to good advantage. In eight weeks he arrived home with a return cargo of dry-goods and salt for his own store.

In 1850 the steam merchant vessel *Ontario*, of four hundred tons passed down the St. Lawrence to the ocean, bound for California; she was commanded by Captain James Averill, of Buffalo, and ran by Montreal without leave. The year before the bark *Eureka*, of three hundred and fifty tons, being the first sailing vessel, as the *Ontario* was the first steamer, went down the St. Lawrence by special permit from the Canadian Government. She was fitted out at Cleveland for California, and arrived out safe. It is now an established route, that of passing down the St. Lawrence to the ocean, from the lake ports of Canada and from the ports of the adjoining States.

The immense amount of surplus produce which the Northwest is now forwarding to the Eastern markets, and the consequent increased transportation of return merchandize, has given new life, activity, and importance to the tonnage of the great lakes. Not less than six hundred millions of property will be transported both ways over this national highway in the twelve months next following the first of August. This is a trade greater than the entire foreign commerce of the United States, and serves to

give us enlarged ideas of the extent of our country and the magnitude of its internal commerce."—*Hunt's Magazine* Vol. XLIV 1861.

If such has been the growth and expansion of trade and navigation within the last half century who can assign its limits thereto at the end of the next fifty years, resulting from the opening of new avenues of trade in all directions, from the discovery of new sources of mineral wealth, from the development of manufactures, favored by the increasing facilities for easy communication and profitable intercourse.

Lake Huron, which has been least noted for enterprise and prosperity, seems destined to take the first rank by reason of its central position. Like a vital heart propelling and circulating nutriment by arteries in all directions, and receiving rich returns by corresponding veins, it will become the great thoroughfare or gangway for the trade of Lake Erie and adjoining rivers, and of all the tributaries of Lake Ontario and the St. Lawrence, and of George's Bay and Upper Canada, of Lake Superior on the north, and of Illinois and its tributary rivers, and Green Bay, all converging into this one common centre of Lake Huron, and concentrating all the wealth that floats to and fro upon the vast streams and rivers and lakes, constituting the boundaries of our Northern and Western frontier.

### A Letter to the Sailor's Magazine.

SAILOR'S MAGAZINE :

You have visited me for a few months in the name of my wife who was a life-member, but has left me, never to return in this world. I wish you to continue your visits from month to month, as I feel an interest in your work. Please find enclosed twenty dollars, (\$20) change from Mrs. H's name to mine and let it continue my lifetime.

The above, recently received from a bereaved husband in Connecticut, may suggest the propriety of continuing Life Memberships to other friends. The Magazine is glad to retain such readers.

### Peace.

My soul, there is a country,  
 Afar beyond the stars,  
 Where stands a wing'd sentry,  
 All skilful in the wars.  
 There, above noise and danger,  
 Sweet Peace sits crowned with smiles,  
 And one born in a manger  
 Commands the beauteous files.  
 He is thy gracious friend,  
 And (O, my soul awake!)  
 Did in pure love descend  
 To die here for thy sake.  
 If thou canst get but thither,  
 There grows the flower of peace—  
 The rose that cannot wither—  
 Thy fortress and thy ease.  
 Learn, then, thy foolish ranges,  
 For none can thee secure,  
 But one who never changes—  
 Thy God, my life, my cure.

HENRY VAUGHAN.

### A Pastor's Donation.

He was requested to secure a contribution from his people. He replied:

"My people have so many other ways for money this year, that I cannot consistently ask them to help the American Seamen's Friend Society, except by their prayers; but I enclose five dollars from my own slender resources, praying that a blessing may attend it, and all that is being done for the sailor."

This pastor is settled over a small and feeble Congregational church, in Connecticut, and receives missionary aid; yet, with a self-denial not often practised, makes a liberal free-will offering unto the Lord.

We doubt, however, the propriety of his thus monopolizing the luxury of doing good to the sailor in his parish. Better allow his people to participate, who are more able and equally need the blessing,

### Quarterly Report of Rev. R. K. Diossy, Missionary at New Orleans.

I gave 153 packages to 78 vessels of the navy, the naval hospital, and Chaplain Given at Pensacola, amounting to 19,518 publications, being 16,422 papers, 2,262 pamphlets, 344 testaments, 39 Bibles, 68 prayer books (episcopal), 150 bound volumes (not libraries) 233 primers, 230 almanacs, and 57 hymn books, besides 2½ reams

letter paper, 1,200 envelopes, 28 slates and lot of pencils, and ten of your libraries. In a number of instances the distribution was made by myself and it would make the friends of the seamen feel more deeply than ever in their pockets, to have seen how gladly these things were received. It made my heart sad sometimes to hear a rough Jack-tar say, "Well, sailors aint thought much of," and "they don't do this sort of thing often for us," &c. For the general appreciation of, and interest in, your work, I refer you to the inclosed letters, those from the *Lackawanna* and *Milwaukie* are especially interesting, on both of which Sabbath service is held. The flagship off Galveston I have supplied very largely to enable the Commander to favor our poor fellows in rebel prisons with some good reading. From the *New London* comes the good testimony that the papers, &c., are carefully read in cabin and fore-castle. The executive officer of the *Kennebec* writes, "the practice of sending small books and papers to sailors is as beneficial as anything which is done in that way; there is a novelty about it." The letters from the *Stockdale*, *Rudolph*, *Carrabosset*, are of the same tenor. I need not tell you how valuable are the precious libraries. How I wish something of the sort was done in the army. Port and Hospital libraries in such neat cases as yours, and just so small, would be welcomed and do much good. I am grateful to your Society for enabling me to do so much more than was possible otherwise in my Christian Commission work. There was a fitness in the two great sister societies uniting in ministering to the comfort and future happiness of our sailors.

I have neglected to notice that every Sabbath there has been preaching at the Navy Hospital, usually visiting the wards, and nearly every Sabbath of the time named on one or more vessels in the harbor. Many vessels have been supplied with packages and preaching by other Christian Commission delegates. I am sure that any of these dear brethren will at all times be glad to co-operate with your Society, and write to you about the necessities and interests of the seamen.



## Report of Rev. E. O. Bates, our Missionary in Brooklyn.

Since my last report I have continued my labors in our naval and merchant service. Many appreciate the efforts made for their own and the spiritual good of those under their command. An officer, who sailed yesterday for the Pacific squadron, said as we parted, "Ungrateful would I be to forget the kindness and labor in our behalf, and in the supplying of our vessel with a suitable library, from the American Seamen's Friend Society, and other reading from the Christian Commission and Tract Society."

Two officers, from another vessel on which a library was placed, called yesterday to see me and expressed their thanks that they were furnished with suitable reading, saying, "we shall remember with gratitude, when at a distance, the interest manifested in our behalf." There is an increasing desire manifested on the part of officers and men to have suitable reading. I have placed on vessels 36 naval libraries, including 12 sent to Norfolk, Va. also, over 2,000 copies of the Sailor's Magazine, Friend, and Life Boat, with a large number of religious periodicals and tracts, to over 200 naval vessels.

We continue our services regularly at our Hall in President street, at which there is still a good influence among our Norwegian friends. The room is too small to accommodate comfortably those who attend. Every Sabbath there are a number who rise for prayer—last Sabbath, from 15 to 20. Several have found peace in believing in Christ. Here is a large field in which much good may be accomplished.

The Sabbath School connected with our mission is in a prosperous state.

E. O. BATES.

Brooklyn, March 29, 1864.

## Position of the Planets for May.

MERCURY rises at the beginning of this month about 4 hours, A. M., setting at 7 P. M.; rises at the end about 3 A. M., setting at 5 P. M. It is a little south of Venus at 2 hours, A. M., of the 22d, and a little south of the moon at 8 A. M., of the 23d.

VENUS is best seen at the end of the month, as the morning star. On the 1st it rises at 4 hours, A. M., and on the 31st 2 hours earlier, setting respectively at those times at 8 hours 45 minutes, P. M., and 5 P. M. It is a little north of the moon about 7 hours, A. M., of the 23d, and close to Mercury at 2 A. M. of the 22d.

MARS is a little north of the moon at 9 hours, A. M., of the 29th; also at its shortest distance from the sun about 10 A. M. of the 31st. It rises throughout the month about 8 hours, A. M., setting about midnight.

JUPITER rises at the beginning of the month at 11 hours, P. M., and 2 hours earlier at the end, setting at 7 A. M. and 5 A. M. respectively. It is a little south of the moon at 8 hours, P. M., of the 13th.

SATURN, on the 8th, is a little to the north of the moon at 10 hours, P. M. It rises at 5½ hours, P. M., of the 1st and 3½ P. M. of the 31st, setting at 4½ A. M. and 2½ A. M. respectively.

B. B.

N. Y. Nautical School, 92 Madison St.

## Disasters Reported in February.

The whole number of American (mercantile) sea-going craft, reported during the last month as totally lost and missing, foot up 29 vessels, a much smaller figure than the average for March for several years back. They comprise 3 steamers, 5 ship, 4 barks, 2 brigs, and 15 schooners. The nature of the disasters is as follows:—14 wrecked, 3 burnt, 3 abandoned, 2 run down, and 7 are missing.

The following are their names, destinations, &c., including several foreigners, bound to or from United States ports:

[Those indicated by a *w*, were wrecked; *b*, burnt; *a*, abandoned; *rd*, run down; *m*, missing.]

### STEAMERS.

Chihuahua, *w*, from New Orleans for Matamoras.  
Arizona, *b*,\* (below New Orleans).  
Thorn, *w*, (in Cape Fear River).

### SHIPS.

Susan Howland, *b*, from New York for San Francisco.

Fabius, *w*, (whaler, of New Bedford).

Borneo, *a*, from Shields for Rio Janeiro.

Mary L. Sutton, *w*, (at Baker's Island).

Australia, *w*, from Philadelphia for Port Royal.

### BARKS.

Union, *a*, from Cette for New York.

P. R. Hazeltine, *m*, from Philadelphia for New Orleans.

Belfast (Isal), *m*, from Liverpool for San Francisco.

Roman, *m*, from Shields for New York.

Oraville, *m*, from Philadelphia for New Orleans.

Delphine, *b*,† from London for Anyab.

### BRIGS.

Sarah B. Crosby, *w*, from New York for Beaufort.

Speedaway, *m*, from Portland for Matanzas.  
Iona (Br.), *a*, from Portland for Porto Rico.  
Edith Ann (Br.), *w*, from Porto Rico for Portland.

Wm. Bennett (Br.), *w*, from Prince Edward's Island for New York.

Tropic Bird (Br.), *w*, from Matamoras for New York.

Maria Louise (Swe.), *f*, from Orchilla for Philadelphia.

Gold Hunter (Br.), *rd*, from Philadelphia for Cienfuegos.

#### SCHOONERS.

Onward (Br.), *w*, from Boston for St. John, N. B.  
Eliza Ann (Br.), *a*, from New York for Matamoras.

Spray, *w*, from Philadelphia for Beaufort.

Frances Hatch, *w*, from Baltimore for Fort Fisher.

R. P. Pitts, *w*, from Providence for Greenport.

Minehaha, from Baltimore for Beaufort, N. C.

Coiner, *m*, from West Indies for —.

Ivy, *m*, from Boston for Fortress Monroe.

Rómp, *rd*, from — for Jonesboro, Me.

La Plata, *w*, from Inagua for Boston.

Gold Hunter, *w*, from Rockland for Green's Landing.

Medad Platt, *w*, from Mattapoisett for New York.

Ann Caroline, *r d*, from Jersey City for Boston.

Canterbury, *w*, \$ (at Lyttleton, N. Z.)

Mary M. Brainerd, *w*, from Elizabethport for Middletown, Ct.

Bion, *m*, from Philadelphia for Boston.

In addition to the above, there are one or two vessels stranded and in critical conditions, but for obvious reasons cannot be included in the list as lost.

The total value of the above domestic craft is estimated at \$625,000, exclusive of cargoes, which cannot be computed with sufficient certainty to make a reliable estimate.

\* Used as government flag-ship.

† Destroyed by a rebel torpedo while in government employ.

‡ Destroyed by the Confederate steamer Shenandoah.

§ Sailing under the British flag.

— *Journal of Commerce.*

### Receipts for March, 1865.

#### MAINE.

South Berwick Cong. Ch., const. \$27; S. School for ships' libraries, \$12; from John Plumer, for ships' libraries, \$52 00

#### NEW HAMPSHIRE.

Manchester, Franklin St. Ch., 20 50

#### MASSACHUSETTS.

Foxboro Cong. Ch., const., Dea. C. N. Morse and Dea. S. H. Williams, L. M., 63 75

Franklin, Cong. Ch., \$12; from S. School, for ship's library, and const. Cyrus Allen, L. M., 46 05

Hadley, Ladies' Seam. Friend Soc'y, of First Relg. Soc'y, balance const. Mrs. Henry L. Cooke, L. M., Edward H. Marsh of Brooklyn, N. Y., Miss Jennie Underwood, \$20; from Miss Martha Williams, const., Miss Mary L. Jewette, L. M., 75 00

Lee, Cong. Ch., 90 00

Northampton, First Cong. Ch., 172 06

Princeton, Mrs. M. Mason, 1 00

Sharon, Cong. Ch., 32 45

South Danvers, Cong. Ch., const. Isaac Hardy, L. M., 62 50

Spencer, Cong. Ch., 24 00

Springfield, J. L. Kilbon, 5 00

Stockbridge Cong. Ch., const. Thomas O. Hurlbut of South Lee, L. M., 50 00

Whitinsville, Cong. Ch., const. Rev. L. F. Clark, Dea. John C. Whiting, William Kenhall, Josiah Lassell, P. W. Dudley, L. M., 300 60

#### CONNECTICUT.

Birmingham, Cong. S. School, for ship's library, 12 00

Deep River, Cong. Ch., 8 00

First Cong. Ch., const. Charles Newman, L. M., 20 00

Second Cong. S. School, for libraries, 74 75

Greenwich, Second Cong. Ch., \$30 from Edward W. Mead, const. self, L. M., 106 50

Green's Farms, Cong. S. School, for ship's library, 10 55

Hampton, Cong. S. School, 2 50

Hamburg, Cong. Ch., const. Dea. Marshfield Parker, L. M., 20 00

Hartford, Mrs. Thomas S. Williams, 25 00

Huntington, Cong. S. School, const. Rev. Wm. D. Morton, L. M., 20 00

New Canaan, Cong. Ch., 34 59

New Haven, late Pelatiah Perit, Joseph Coit, Esq., Executor, less the U. S. tax, 950 00

New London, Frederick Hull, const. L. M., by H. P. Havens, (amt. prev. paid.)

Plymouth Center, Cong. S. School, for ships' libraries, 37 50

Portland, First Cong. Ch., const. Dea. Franklin Payne, L. M., 20 00

Southbury, Cong. Ch., const., Cyrus G. Bostwick, L. M., 20 75

Wallingford, Cong. Ch., 30 00

Woodbury, Horace Hurd, const. self, L. M. in place of his deceased wife, formerly L. M., 20 00

#### NEW YORK.

Brooklyn, Lafayette Pres. Ch., 246 00

New York City, Chelsea, Pres. S. School, for ships' libraries, 36 00

An Unknown Friend, 3 00

"Grateful" U. S. S. Lackawanna, 5 00

North and Middle Collegiate Churches, 60 07

Mrs. H. Ireland, 30 00

Oliver Wm. Bird, 5 00

Ludlow Patton, 5 00

P. Townsend, 25 00

J. L. Mott, 5 00

Wm. Augustus White, 25 00

L. Spencer, 25 00

Sam. Sloan, 25 00

Stephen Burkhalter, 5 00

D. S. Miller, 10 00

Wm. L. King, 50 00

Mead, Lacy & Co., 25 00

Cash, 3 00

E. D. Stanton, 100 00

Hon. E. D. Morgan, 50 00

Port Chester, Pres. S. School, const. Rev. Valentine A. Lewis, L. M., 51 33

#### NEW JERSEY.

Jersey City, Ref. Dutch Ch., Van Voorst, \$50, from William B. Hayward, const., self, L. D., 146 81

Newton, Pres. Ch., 92 00

Newark, a Friend, 1 00

Union, Miss Elizabeth W. Meeker, const. George C. Meeker, L. M., 20 00

#### DELAWARE.

Wilmington, Rear Admiral S. F. Dupont, 100 00

#### OHIO.

Toledo, "Faithful Stewards," a class in Cong. S. School, ship's library, 12 00

#### ILLINOIS.

Jacksonville, Miss M. C. Melendy, 2 00

#### CALIFORNIA.

Oakland, Cong. S. School, for 2 ships' libraries, 20 00

#### FRANCE.

Havre, Weekly offerings at Chapel and Reading Room, 279 79

American Captains, 102 50

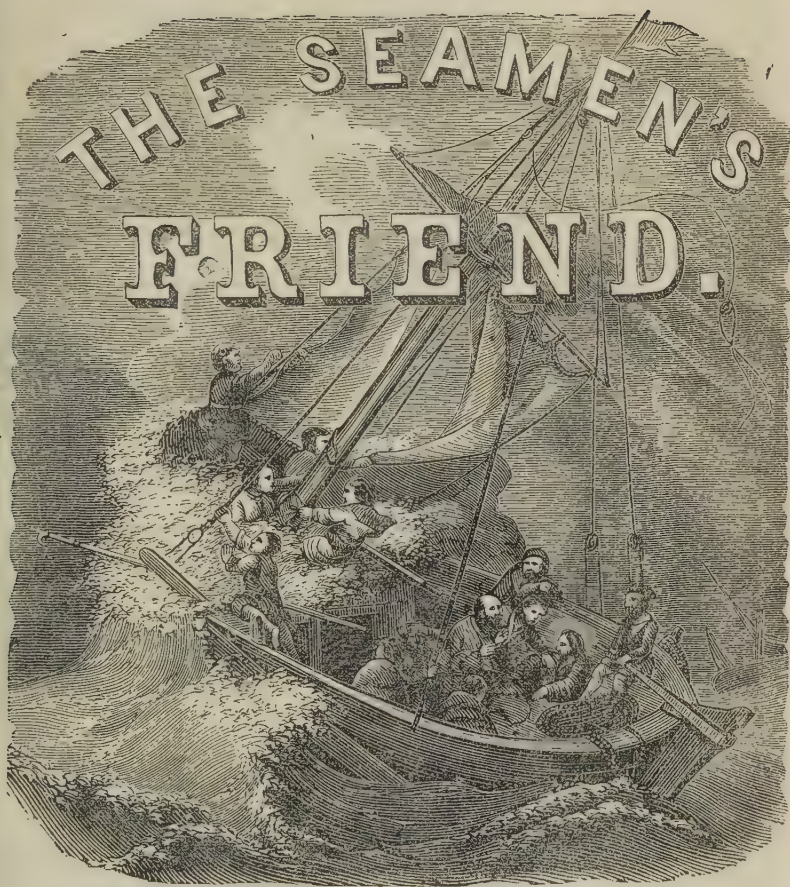
English, 6 66

Residents, 35 00

For use of Chapel, 28 95

\$4,043 68





CHRIST IN THE STORM.]

MATT. VIII: 24, 25

### Short Sermons to Seamen.—No. 3.

BY REV. ROBERT W. LEWIS, *Pastor of the Floating Church, Pike Slip, N.Y.*

*II Timothy*, 11. 8. "Remember that Jesus Christ, of the seed of David, was raised from the dead, according to my gospel." This is a piece of good advice for all young persons. St. Paul wrote these words to a young man. The first verse of the chapter shows us that he looked upon Timothy as parents look upon their children. He

felt for Timothy as a father for his son. And, as a young man, Timothy received the message.

I hope some young man who reads these lines will receive this good advice as Timothy did. He profited by it. It descended upon his soul as the dew upon the plant, wilted by a hot sun and fierce winds. So, my friends, may these words come to your heart.

The fact here spoken of is the one fact above all to be remembered. It is the spar or the rope which is thrown to a man who is sinking in the

sea. Many a poor sinner remembering Christ's resurrection has been delivered from death, and has been raised into everlasting life. Do you remember this, with faith and hope in it, and you shall be saved. And this is the way in which to remember it—with faith and with hope in the circumstance. It is possible for you to remember it as you remember other great events of which you have heard or read. You may be interested in it as you were interested in them. But if you regard it only as an incident of history, or if you only wonder at it as a most extraordinary thing, it will do you no possible good, even as other great events in time have been of no direct advantage to you. And more; such remembrance will do you harm. If a man, on hearing of Christ, treats the information with the indifference which is paid to ordinary events, he insults Christ. Christ is a great Savior. He is to be sought unto for Salvation. Christ is a king, and when we hear of Him we must pay Him homage. Christ is a captain, and if we do not serve Him he regards us as mutineers. And we will be treated as mutineers. God allows no indifference in regard to Christ, His only begotten Son. Christ is proclaimed to us in order that we may trust and serve him. And when we remember Him, we are to remember Him as our Saviour, Lord, and Master, whom we delight to trust, obey, and serve.

There is an inclination with all men to forget Christ; therefore is this verse written; therefore is the Bible given. Prayer is to keep Christ in our memories. And men join the Church in order to remind themselves and one another of Him. The cares and business of life carry away our thoughts from Him. Even the best of christians forget Christ and God in the hurry and business of the world. But the true reason why men forget Christ is found in the evil heart they have by nature. Until a man is converted his heart is according to nature. The natural heart is averse to God and Christ. Ever since our first parents forgot God and ate the forbidden fruit this has been our trouble; and if you are away from Christ it is because you have got an evil heart.

But the word of God comes to you as in the text. This word is spoken in everlasting mercy. Will you not heed it? The gospel of Christ is the declaration that he has ascended into the heavens from the dead. He invites you to rise from the death of sin unto the life of righteousness. The gospel tells you he rose in order to raise you. Believe in Him, in the power of his resurrection, and when he comes again to judge the earth, you shall be caught up to meet Him in the air, and to be forever and forever with Him in the heavens.

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For the Seamen's Friend.

### Have You a Passport?

And they shall see his face; and his names shall be in their foreheads.—*Revelation xxii. : 4.*

Soon after the breaking out of the civil war, which has brought sorrow to the hearts of almost every family in our once happy country, I embarked at New-York with a young invalid friend for a port in the West Indies.

Our government had found it necessary to enforce a law requiring every person going out of the country to obtain a *passport*, signed by the Secretary of State. We had taken the precaution to secure our passports sometime before the day appointed for sailing, and when we reached the dock where the ship lay moored, we found no difficulty in passing the police officers stationed at the gangway.

A dear friend, who was deeply interested in providing everything for our comfort on the passage, accompanied us quite early in the day to the ship, with the design of passing a few hours in the cabin with us before taking his final leave. We had stepped on board the vessel, and our friend was about to follow us, when the police officer demanded, in a resolute voice, "Your passport, sir!" "Passport! I have none," was the reply. "Then you cannot go on board this vessel, sir." An ashy hue overspread the countenance of our friend. He had come from a distant town to perform this act of courtesy and affection, and his agitation and disappointment could not be concealed. He gently expostulated: "I am not going out of the country, but merely desire to see



my friends made comfortable before leaving them." "Can't help it, sir," was the stern reply. "No one sets foot on this ship without a passport. Our orders are positive." Our friend again summoned resolution and said: "Your orders, you say, are from the the Secretary of State. He is my friend. If I had time I could get a permit from him by telegraph." "When we see it, sir, we will permit you to go on board; not before." Our friend could do nothing but submit to the stern decree. It was the most inhospitable of December days, and he stood upon the wharf in the cold and sleet, until the boat swung from its moorings, and spread her sails for a southern clime. In the dim distance we could discern his form upon the wharf, waving with his hand his adieu, and soon all objects on shore faded from our sight.

I returned to my stateroom with a solemnity of feeling which I cannot describe. The scene depicted by our Saviour in the parable of the Ten Virgins rose up before me with a vividness that made me shudder. "Afterwards came also the other virgins, saying, 'Lord, Lord, open to us.' But he answered and said, 'Verily, I say unto you, I know you not.'" My friend was not a Christian. Often had he been urged to seek a passport—to

"The land of pure delight,  
Where saints immortal reign;  
Where everlasting spring abides,  
And pleasures banish pain."

a passport, signed and sealed with that Name which is above every name. He had again and again declined the offer of such a favor, and had treated the whole matter with an indifference almost inexplicable in a traveler to eternity. Often had he been reminded that the hour would come when it would be too late to secure what was then freely offered; but all expostulations and entreaties to his ear were but words thrown away. The shock I received, as I witnessed the scene which I have attempted to describe, had the effect to make me forget for a few moments the things of time and sense, and revealed to my soul these "things which are unseen and eternal."

I resolved in that solemn hour that

I would lose no opportunity to persuade all who were embarking on the sea of life, bound to "the undiscovered country," to secure for themselves a passport which would gain for them admittance to the great King.

#### SAVING SOULS FROM DEATH.

"Surely earth would be a heaven to that man who could go about, from place to place, scattering happiness wherever he came, though it were only the body that he was capable of relieving, and though he could impart nothing better than the happiness of a mortal life. But the happiness rises in proportion to the nature and degree of the good which he imparts. Happy, are we ready to say, were those honored servants of Christ who, in the early days of his church, were the benevolent and sympathizing instruments of conveying miraculous healing to those whose cases seemed desperate. Death has long since veiled the eyes and stopped the ears of those who were the subjects of miraculous healing. But the souls who are pre-vailed upon to receive the gospel, live forever."—*Doddridge.*

#### The True Rest.

Not what I am, O Lord, but what Thou art!

That, that alone can be my soul's true rest:  
Thy love, not mine, bids fear and doubt depart,  
And stills the tempest of my tossing breast.

I am all want and hunger: this faint heart  
Pines for a fullness which it finds not here:  
Dear ones are leaving, and, as they depart,  
Make room within for something yet more dear.

More of Thyself, O show me hour by hour!  
More of Thy glory, O my God and Lord!  
More of Thyself in all Thy grace and power!  
More of Thy love and truth, Incarnate Word!  
H. BONAR.

Long did I toil, and knew no earthly rest;  
Far did I rove, and found no certain home;  
At last I sought them in His sheltering breast,  
Who opes His arms and bids the weary come:  
With Him I found a home, a rest divine;  
And since then I am His, and He is mine.

He stays me falling, lifts me up when down,  
Reclaims from wandering, guards from every foe;  
Plants on my worthless brow the victor's crown,  
Which, in return, before His feet I throw,  
Grieved that I cannot better grace His shrine,  
Who deigns to own me His, as He is mine.

While here, alas! I know but half His love,  
But half discern Him, and but half adore;  
But when I meet Him in the realms above,  
I hope to love Him better, praise Him more,  
And feel, and tell, amid the choir divine,  
How fully I am His, and He is mine.

H. F. LYTE.

**Letter from the late Commodore W. L. Hudson, to Rev. B. C. Cutler, D.D.**

It was my privilege to listen to the instructive and edifying sermons of Rev. Dr. Cutler, in his early ministry at Quincy, Mass. Through the kindness of a friend I have enjoyed the rich treat of perusing the life of that eminent man, as prepared by Rev. Horatio Gray, A.M., and published by A. D. F. Randolph. I copy the following extracts from a letter, with the introduction, which, I think, cannot fail to interest your readers.

L. P. H.

"In 1840 Dr. Cutler received a long and exceedingly interesting letter from Captain William L. Hudson, of the United States Navy, who was connected with the United States Exploring Expedition, and was then at one of the Islands in the Pacific Ocean. This gentleman was one of those men who bless the world by the powerful influence of a godly example; a man of sterling integrity, and one with whom Dr. Cutler cultivated a close and cordial friendship. This experienced officer, as Commodore, was afterward put in command of the *Niagara*, the finest ship in the Navy, in order to accomplish the most difficult enterprise ever attempted by man, viz: the laying of the Atlantic Cable, to connect by telegraph the two great Protestant nations of the earth. The depth and reality of his religious life was amply demonstrated in this undertaking, as well as in all his long voyages, and on the quarter-deck of a man-of-war he proved himself a good soldier of Jesus Christ. He was baptized in St. Ann's Church, Brooklyn, in 1794, and made a public profession of his faith in Christ Jesus at her altar in April, 1831. He thus writes:

TO THE REV. DR. CUTLER.

*U. S. ship Peacock, Island of Otaheite,  
September 18th, 1839.*

REV. AND DEAR SIR:

I set out on this cruise as a salt-water missionary, with the Bethel flag gallantly flying from the mast-head, and flushed with the pleasing but visionary hope that all would do it reverence. I counted not the cost of the experiment, nor reflected how utterly

impotent is poor human strength to keep its broad folds expanded to the breeze. Many on board seemed pleased with its calm and quiet appearance, while it hung in lazy folds against the mast; but it was no sooner opened to the winds of heaven than they beheld emblazoned on its deep blue tints, 'Be ye holy!' while their contracted vision overlooked all its other characters, though fair and full as the sunbeams, 'Come unto me all ye that are weary, and I will give you rest,' 'My grace is sufficient for thee,' &c. Soon satisfied with my own insufficiency I called to mind the Master's declaration, 'Without me, ye can do nothing!' Having no chaplain on board I endeavored to proclaim the gospel of salvation to this ship's company, though duly sensible I am all unworthy of so high a trust; and why, my reverend friend, should I hesitate to carry out the honest convictions of duty, or follow where the Saviour leads? Will I regret the effort to win a soul, in the hour of death or at the day of judgment? The rolling ocean echoes back your answer, 'No!'

What, oh what! would be the hope of us poor souls who are thrown destitute on the waste of waters, if the christian's God could be circumscribed within the narrow compass of steepled churches; hearing no prayer save that which broke on his ear from within their massive or costly walls? If such were the fact could we believe for a moment that our God is an omnipotent God? The same unchangeable Being who addressed the multitude on the mount, and from the deck of a ship? whose birthplace was a manger, and who emphatically declares 'I dwell with the humble and contrite heart!' In comparison with your labors, dear friend, my work is all plain sailing. It requires no laborious process to reach a sailor's heart; there is no necessity of stripping off layer after layer, as you would to get at a mummy; for it is as transparent as glass.

Why is it so little has been done for sailors? One would think they had nothing at stake! No interest in eternity! No soul to save!

The Island of Otaheite is a truly delightful spot, blessed with a pure and balmy atmosphere, covered with



continual verdure ! Nature looks smiling everywhere, and all is teeming with life, from the summit of her cloud-capped mountains to where the sea laves its shores. Man is only unfruitful and vile. The missionaries here have done a noble work. If the few missionary laborers in this part of the Lord's vineyard have effected so much under the faint and glimmering light of the gospel, which has but just dawned upon these people, what may we not anticipate when it shall please the great Head of the Church to withdraw the veil through which His word and power are now but dimly seen, and exhibit them, amid a special outpouring of the Holy Spirit, in all the effulgence of noon-tide glory ? He has promised it, and will surely bring it to pass. I fear my long letter has exhausted your patience, but I know your interest in missions and the extension of Christ's Kingdom everywhere. What I have seen since I left home, even in this archipelago of coral islands, is but half told ; my meeting at different islands with native missionaries has again and again reminded me of the Saviour's beautiful parable where he likens the Kingdom of Heaven to the leaven which a woman hid in three measures of meal, till the whole was leavened. The process is going on here ; the leaven is reaching from one chain of islands to another. They are, as it were, lifting themselves out of the ocean to look upon the bright rising of the Sun of righteousness ! and I pray God He may be seen and worshipped by all !..... I will now close my tedious epistle, asking a place in your prayers for all who compose our squadron.

That the Lord may bless and prosper you with an ingathering of souls, is the wish and prayer of your absent and, I hope, christian friend,

WM. L. HUDSON.

"Lord, if Thou hadst been here, my brother had not died."—JOHN XI. 32.

We sadly watched the close of all,

Life balanced on a breath ;

We saw upon his features fall

The awful shade of death.

All dark and desolate we were,

And murmuring Nature cried,

"Oh, surely, Lord, hadst thou been here,

Our brother had not died !"

But when its glance the memory cast  
On all that grace had done,  
And thought of life-long warfare passed  
And endless victory won,  
Then Faith, prevailing, wiped the tear,  
And looking upward, cried,  
"O, Lord, thou surely hast been here,—  
Our brother has not died !"

For the Seamen's Friend.

### Can a Man be Born when he is Old ?

I am sometimes very much distressed when I see an old sailor that is very wicked, who has the grey hairs, wrinkled and sallow face, and infirm walk of a man of seventy—to see such an old man in liquor, or hear him swear and sing profane and lewd songs, or take God's name in vain, makes me very sad. The reason is that I have so little hope of his giving up his bad habits, and becoming a reformed and pious man. And yet, this is a sort of limiting the grace of God ; which is rebuked, not only by the Bible but by my personal knowledge. In one of my pastoral charges were several persons who were supposed to be "born again when they were old:" among these was an old ship-master who had been one of the most tyrannical and cruel men that ever commanded a vessel ; twice had his conduct been so outrageous at sea that his men seized and put him in irons, and when he complained of them as mutineers his conduct was proved to be so inhuman that the men were justified and acquitted. He was a very Satan incarnate. But *is anything too hard for God ?* In a revival of religion that old seaman of three score and ten was made a monument of grace. Infirm, lame, and crippled as he was by rheumatism and bodily debility, he was seen every morning for weeks hobbling along to the six o'clock prayer-meeting, as meek as a lamb, and one of the most devout worshippers. He has gone to his rest at length, and I have always thought that he was a most affecting and impressive instance of past meridian conversion. This narrative is told by a pastor to stimulate the faith of his ministerial brethren in preaching to aged unbelievers, and more especially to encourage those among them who are serious and thoughtful, with the assurance that a man can be born again when he is old.

### Going Round the Horn.

(From the *Alta California*.)

Still, with many a "Shorten sail!"  
Our southward course we urge;  
Well pelted now by Cape Horn hail,  
We plough the stormy surge.

Hark! "Island on the weather bow!  
Another on the lee!  
White, here and there, with sand or snow;  
What Islands can they be?"

Gilchrist, our worthy captain knows,  
Of course the captain should;  
With cables bent, between them goes,  
His land-fall is so good.

Yes, by moonlight, we boldly take  
The dread straits of La Maire;  
And, by to-morrow night we make  
The cape Sir Francis saw.

It blows, but we are homeward-bound;  
Around Cape Horn we go,  
While ocean rises all around  
In mountains capt with snow.

Yes, Neptune wakes—who shall not fear!  
The mighty tyrant wakes,  
Rolls mountain surges far and near,  
And *terra firma* shakes.

On mountain billows now we toss,  
Much like a wooden dish;  
While the majestic albatross  
Relieves the flying-fish.

We reef our canvass, snowy white;  
For she inclines to roam,  
Staggering, like some fabled sprite,  
Across the ocean foam.

On winter, breathing storm and sleet,  
The ship now turns her tail;  
Away she goes with flowing sheet,  
As if she had the mail.

Away across the ocean waste,  
Like Arab steed she flies;  
While ocean dread is rising fast,  
And foaming to the skies.

Could some but see our ocean-horse  
Gallop across the deep;  
Fly along her foaming course,  
Over the mountains leap!

Too soon for icebergs, nought is seen,  
Our stormy course is clear,  
As for the land of evergreen,  
With spirits high we steer.

We sing, we laugh, though far at sea;  
But shipmates, this is true,  
In ten north latitude, I see  
Our good ship lying-to.

There, hardly seen for foaming cloud,  
On starboard beam she lies;  
The hurricane it thunders loud;  
The billows mount the skies.

Hark! Smally\* shouts, "main-topsail gone!  
Goosewing the mizen, men!"  
All hands run aft, the work is done;  
Each man a hero then.

Dread tempest this! Where will it end?  
Our good ship will not right;  
Her masts, though bare, like willows bend;  
It is a fearful sight.

Will she not yet become our grave?  
Oh no; she sinks but soars;  
She soars upon the mountain wave,  
Which, like Niagara, roars.

And she, thank God, outlives the gale,  
For port she squares away;  
With flowing sheet and bagging sail,  
She speeds upon her way.

Edward O'Brian! go ahead,  
Do justice to thy name;  
For thy rich owner, it is said,  
Is not unknown to fame.

Till thou before a city bright,  
The stars and stripes shalt fly,  
Till San Francisco is in sight,  
Hie to the northward, hie.

Hie till that thing ahead so fair,  
The pay-table, we shall see,—  
But Dick, alas, will not be there;  
Our shipmate, where is he?

Why does not Dick from sea return?  
To reef, he left the deck—  
For him his mother long shall mourn—  
He fell and broke his neck!

Then over him a pray'r was made;  
Our mainyard to the mast;  
He on the sloping plank was laid;  
We left him—sinking fast.

J. B. TULLOCH.

At sea, ship *Edward O'Brian*,  
of *Thomaston*, year 1864.

\* Mr. Smally was chief mate.

### Wrecked in a Calm.

The *Moniteur de la Flotte* publishes an account of the ship-wreck of the three masted bark John Williams, belonging to the London Missionary Society. That ship, which visited Taiti so frequently within the last twenty years, sailed from Papeete on the 12th of March, 1864, to accomplish a mission in several of the South Sea Islands and then to proceed to Sydney. She had on board as passengers M. Banff, a very aged missionary, accompanied by his wife, his sister, and niece, from Huahine, with the Rev. M. Boyle from Aitutaki, all proceeding to Australia. The John Williams was becalmed in June last near the island of Danger, situated between the Penrhys and the Archipelago of Samoa. All the efforts of the captain to tow the bark off the land with boats were ineffectual, and she drifted ashore and sunk. The captain, passengers and crew were saved but all their property was lost. In July last they were able to quit the Navigators' Islands in a small galliott for Sydney. "Thus," says the *Moniteur de la Flotte*, "perished in a calm a ship which had so often surmounted the hurricane on the course she had traveled so long as an instrument of trade, civilization and religion."



### The Navy and Liberty.

Extract from a speech of Dr. Francis Lieber, in Union Square, March 6:

I have not mentioned in all these remarks our Navy, but you will not think that I undervalue the deeds of our floating forces. I have chiefly spoken of the danger accruing to liberty from large military forces, but the navy has never interfered with the institutions of a free country. No free people has ever been jealous of its navy on this score, and no admiral has ever upset his country's liberty, so far as I can recollect now, while names of Dutch admirals occur to my mind who nobly stood by their country's glory of freedom. Yet having given due meed of praise to our armies, and said nothing of the most noble navy, I now propose to you to conclude my words with three or three times three hearty cheers for all our brave seamen, from Admiral Farragut down to the powder-monkey of the smallest craft in the navy.

### Wants of the Navy.

A gunboat has no chaplain, and *very* seldom any religious services. The Sabbath is distinguished by a general muster, and the reading of the navy regulations to the crew at regular periods, and the cessation of unnecessary work. There is, too, a kind of listless quiet on that day, as if every one were waiting for something—as if straining his ears to catch the familiar sound of the church bell. Then, in the absence of all better employment, the seaman draws from his pocket the yellow covered novel. Life on a gunboat often grows monotonous; time hangs heavy for want of sufficient employment, and the devil improves his opportunity.

There are boys, too, that need attention. They are away from all home influence at a time when their characters are being formed, and too many, in future years, will have cause to regret it bitterly. Now, what is to be done? Let the people prevail on the legislatures to give us a chaplain for every boat,—if possible. But, in the meantime if the Christian Commission, or the people at home under any other association, will give us their attention

they can do an inestimable service. We want books and papers. Every gunboat should have a public library and public periodicals. Anything would be eagerly read, because there is a part of every day that could be devoted to it, and we do not have the little excitements of the soldier's outdoor life to occupy us.—*Letter from a Gunboat.*

### What Place to Pray in.

Secret prayer—prayer by one's self—is to the Christian what oil is to the lamp. There can be no light or warmth without it. It is sometimes called "closet prayer," because when the Lord Jesus laid the duty upon us, he said, "Enter into thy closet, and when thou hast shut thy door, pray to thy Father which is in secret; and thy Father, which seeth in secret, shall reward thee openly."

And any one who loves to pray can find some place to be alone with God.

"I can always find a place to pray when I have a mind to pray," said a man-of-war's man. "I can commune with God leaning over the breech of a gun, though fifty men were walking the deck at the same time."

"And I," said another, "can crawl out on the fore-chains, and there I can pray undisturbed."

"Ah," said another sailor, "when the Spirit of God got foul of me and showed me my sins I was miserable indeed. I looked into my Bible, and the more I read the more it condemned me. Everything in it seemed against me. So it went on nearly two weeks, till one day I was sitting aft on the booby hatch, strapping a block. I thought my heart would break. I was afraid I should become discouraged, and begin to swear again, yet it did appear of no use to try. Then I thought I would make one more effort to get pardon. I threw down the block and strap, and started aloft for the main-topsail yard, and I leaned over the yard and prayed, 'O Lord, if there is mercy for a poor sinner, let me have it now, here, on this topsail yard, before I go down on deck. Thou art able; oh come.' Just at that moment when I felt, 'I can do nothing; O God, help me!' then the answer

came; light broke on my soul, and I knew that *God is love*.

"Oh, happy day,  
When Jesus washed my sins away!"

And I have never since wanted a *closet* in which to call upon my God."

So in this duty, as well as in almost everything else, "Where there is a will there is a way." Even under the most unfavorable circumstances you can still find some quiet spot to kneel down by yourself and pray to your dear heavenly Father and divine Redeemer. How often a child wants to whisper something into mother's ear that others shall not hear; how often he desires to say something to father alone; and much more will it be sweet and precious to have no ear but that of Jesus to listen to our humble prayers!

#### Religion among the Fishermen of the Islands in Lake Michigan.

Rev. Peter Kitwood, of the Western Seamen's Friend Society, says, in the course of a recent letter:—Our house is crowded, and every night we witness fresh displays of the Divine power. Many a blasphemous tongue is now uttering praise; many who indulged in the drunkard's cup are now sober and in their right mind; and in many a house where the name of God was never used but in profanity, the morning and evening sacrifice now ascend from the family altar—instead of the profane song, there is now almost continually to be heard the hymn and voice of praise. Twenty-one have united with the Church, and many more are propounded.

Before the close of navigation I visited the island of Saint Martin, and preached twice; the hearts of the people there seemed deeply affected, and several promised to give themselves to the Saviour. Our people here are praying earnestly for them; and I believe when we can reach them, we shall find many of them converted. The island nearest us, (six miles), Rock Island, is participating with us in the blessings of salvation. I have been over twice lately, and we have now two ladies with us from there seeking the Lord earnestly. They will, doubtless, soon return, carrying Christ with them. Others are coming.

#### What is Cape Cod?

The *business* of the people is mostly done away from home, unless indeed, you call the ocean the home of the men of the Cape. Almost everything speaks to you of the sea. Even the weather cocks are all whales or sword-fish. Boys scarcely large enough to walk are launching their little boats where-soever they can find a bucket of water, and they very soon learn to manage them in the most approved style, and as soon as they are ten or twelve years old they are anxious to be off upon a voyage. The kind of voyage depends upon the locality in which they live. Some communities are almost entirely occupied with the whaling business, others are in the coasting trade, some go on long voyages in merchantmen, while perhaps the greater portion are fishermen. The boy who goes whaling leaves his home at the age of fourteen and is gone perhaps three or four years, then after a brief visit at home he is off again. At the close of the second voyage very likely he takes a wife, places her in a snug home, and then leaves her to take care of it, and perhaps does not spend more than three or four years with his friends before he is a man in middle life. His ambition is to become master of a whaleship, and then to earn enough to make him and his family comfortable for the rest of his days. And in general he succeeds in what he undertakes. It is hard to leave dear ones and all the delights of home for an absence of long years, and it is hard for those who are left behind to wait many months before they can even receive letters from the absent, but all are looking forward to the time when the sailor will not need to go another voyage.

Those who are in the merchant service, except that their voyages are generally shorter, have substantially the same experience. The coasters go in smaller craft and spend their winters at home, and the hardy fishermen do the same. There are towns where, out of two or three hundred young men, scarce half a dozen will be at home in the summer. They are perfectly familiar with exposure and hardship. They know when they go forth that they may never see their wives and



mothers again, for scores of widows have been made in a single village by a dreadful storm, and still they go fearlessly out upon the deep and make the best sailors that the world has ever seen. Among the captains on Cape Cod, and there are thousands of them, are many for whom no ship is too good; many to whom have been safely intrusted the most precious freight both of property and life.

The Cape people are patriotic. They have sent not a few brave officers and soldiers to stand as a wall against rebellion, and many homes have been made sad because of loved ones who will return no more. But in general men prefer the navy to the army. They are at home on salt water, and you will find them with Farragut and Porter, and wherever else there is work to be done.—*Boston Recorder*.

### A Short Love Story.

Here is a story told by one Morgan, a sea captain, concerning the choice of a husband at sea, which may afford a profitable hint to young ladies *en voyage*:—Single ladies often cross the water under the special care of the captain of the ship, and if a love affair occurs among the passengers, the captain is usually the confidante of one or both parties. A very fascinating young lady was placed under Morgan's care, and three young gentlemen fell desperately in love with her. They were all equally agreeable, and the young lady was puzzled which to encourage. She asked the captain's advice. "Come on deck," he said, "the first day it is perfectly calm—the gentlemen, of course, will all be near you. I will have a boat quietly lowered down, and do you jump overboard, and see which of the gentlemen will jump after you. I will take care of you." A calm day soon came, the captain's suggestions were followed, and two of the lovers jumped after the lady at the same instant. But between these two, the lady could not decide, so exactly equal had been their devotion. She again consulted the captain. "Take the man that didn't jump," said the captain, "he's the most sensible fellow, and will make the best husband."

### Believing, but not Understanding.

"I will not believe any thing but what I understand," said a self-conceited young man in a hotel one day.

"Nor will I," said another.

"Neither will I," chimed in a third.

"Gentlemen," said one well known to me, who was on a journey, and who sat close by, "did I understand you correctly, that you will not believe anything that you don't understand?"

"I will not," said one, and so said each one of the trio.

"Well," said the stranger, "In my ride this morning I saw some geese in a field eating grass; do you believe that?"

"Certainly," said the three unbelievers.

"I also saw the pig eating grass; do you believe that?"

"Of course," said the three.

"And I also saw sheep and cows eating grass; do you believe that?"

"Of course," was again replied.

"Well, but the grass which they had formally eaten had, by digestion, turned to feathers on the backs of the geese, to bristles on the backs of the swine, to wool on the sheep, and on the cows it had turned to hair; do you believe that, gentlemen?"

"Certainly," they all replied.

Yes, you *believe it*," he rejoined, "BUT DO YOU UNDERSTAND IT?"

They were confounded and silent, and evidently ashamed, as they well might be.

The central point of the water hemisphere is at the Island of New Zealand. Toward this the points of all the continents are directed. The center of the land hemisphere is in the northwest of Europe, at a point nearly southeast of England, the northeast of France, and the coast of Holland. The dwellers around the North Sea are the antipodes of the New Zealanders. Great Britain is the country which as a whole, is the middle point of the continental world. It is this location doubtless, which has contributed chiefly to her commercial pre-eminence; and she has had the sagacity to pursue a policy of colonization which secured her ports in every water, including New Zealand, her geographical counterpart.

### A Name in the Sand.

Alone I walked the ocean strand,  
A pearly shell was in my hand,  
I stooped and wrote upon the sand  
My name—the year—the day.  
As onward from the spot I passed,  
One lingering look behind I cast:  
A wave came rolling high and fast,  
And washed my lines away.

And so, methought, 'twill shortly be  
With every mark on earth from me;  
A wave of dark oblivion's sea  
Will sweep across the place  
Where I have trod the shore  
Of time, and been, to be no more  
Of me, my day, the name I bore—  
To leave nor track nor trace.

And yet with him who counts the sands,  
And holds the waters in his hands,  
I know the lasting record stands  
Inscribed against my name  
Of all this mortal past has wrought;  
Of all the thinking soul has thought;  
And from their fleeting moments caught  
For glory or for shame.

GOULD.

### The Deviation of the Compass.

At a late meeting in Boston of the Society of Arts of the Institute of Technology, Mr. E. S. Ritchie read a paper upon the deviation of the compass caused by the iron used in the construction of vessels. He stated the causes of the disturbances of the needle to be—First, the presence of soft iron, which attracts equally each pole of the needle with a force nearly constant in all positions of the ship on the earth's surface, and for all time. Second, the magnetism induced by the earth in iron, placed in or near a vertical position, causing, in the northern hemisphere, the lower end to become a north pole, while in the opposite hemisphere it becomes a south pole. Third, magnetism induced in the iron by rolling, hammering, &c., during the building of the ship. This is more or less permanent according to the hardness and quality of the iron, and among other changes is liable to be increased by the often repeated stroke of the waves.

Mr. Ritchie then explained the method usually adopted of correcting these deviations by placing bar magnets in position to counteract the magnetism of the ship, and explained the principles involved by diagrams on the blackboard. He stated that every vessel has its own magnetic peculiarities. In some vessels the error is compara-

tively small, or it may remain nearly constant a considerable time. In others the amount of deviation changes greatly and sometimes in a short space of time, and consequently the bar magnets, from remaining constant in force cannot be relied upon to correct the deviation. He said it was the opinion of many ship-masters that the deviation was necessarily of the same amount and opposite in direction on opposite courses of the vessel, and that the local magnets for correction, as often made were based upon this idea, but that this is not true in even a majority of cases.

He urged the importance of masters of vessels making a table of errors for at least sixteen points of the compass, and making the proper allowance therefor, and of frequently verifying or correcting this table of errors, and also testing the course *every day* by means of the Azimuth compass. This he said was the rule, and one *carefully observed* on board the steamers of the Cunard line, although the compasses of the line are corrected every few months in the most careful manner; and said that if similar caution was used by all masters of vessels, not only would the list of disasters be very greatly reduced but the length of voyages and the cost to the owners, and premium of insurance would be reduced.

### Discovery of the Bay of San Francisco.

It is supposed that the Bay of San Francisco was first discovered in the month of October, 1769, by Friar Juan Crespi, who started from San Diego on the 14th of July previous, at the head of a party of soldiers, with instructions to found a mission on the Bay of Monterey. Coming northward, he reached that bay near the mouth of the Salinas river, and finding no harbor there, he determined to continue his journey in the hope of finding a better site for a mission. He found a magnificent bay, believed that he was the first white man to discover it, and named it after the founder of his monastic order, San Francisco. Thus it was the bay obtained the name which it still has, and which has been communicated to the mission in the city.



### The Commander-in-Chief of the Army and Navy a Christian.

(Extract of a sermon by Rev. J. E. Carey, of Freeport, Ill.) A gentleman, having recently visited Washington on business with the President, was, on leaving home, requested by a friend to ask Mr. Lincoln *whether he loved Jesus*. The business being completed, the question was kindly asked. The President buried his face in his handkerchief, turned away and wept. He then turned and said "When I left home to take this chair of State I requested my countrymen to pray for me; I was not then a Christian. When my son died, the severest trial of my life, I was not a Christian. But when I went to Gettysburg, and looked upon the graves of our dead heroes, who had fallen in defence of their country, I then and there consecrated myself to Christ. *I do love Jesus.*"

### A Traveler's Testimony.

Only a few weeks ago I had the privilege of visiting the holy ground where Christ lived in the flesh. I sat under the fig trees of Bethany and upon the Mount of Olives, then upon the edge of Jacob's Well, where Christ sat fatigued while looking for the lost sheep. I sat down at the foot of the mountain, not far from the sources of the Jordan, where he was transfigured;—and on the borders of Lake Tiberias, with its limpid waters, in which his divine and holy image seemed to be still reflected; near those hills which sent back the echo of his voice; in that solitary but not devastated country, where no other memory rivals his. I have passed over the Via Dolorosa, where he bore his cross. And here, far from our tumultuous life, far from our debates and our struggles, seeking to lay hold of his holy likeness more nearly, that I might present it to my countrymen, seduced by a vain phantom, it appeared to me that I was carried eighteen centuries back; that I contemplated the Saviour face to face; and I have come back from these holy places with a more joyous conviction of the reality of all this great past. I have come back with the profound faith that the

past is more living than all that rises before our eyes. Against the eternal Rock the waves will bend their useless force. I have come back repeating the saying of a great servant of God on his death bed: "The Gospel is true! The Gospel is true! The Gospel is true!" If we believe we shall see the glory of God.

### A Steam Line between San Francisco and China.

Congress has expressed itself in favor of such an undertaking, and doubtless with substantial encouragement from the general government at its inception. The line would be well sustained, says the *Journal of Commerce*. The apprehended difficulties respecting a supply of coal on the Pacific have essentially diminished since the subject was first considered, and steamers now run with much smaller consumption of fuel. Besides, there has been in course of development among the nations of Eastern Asia an appetite for foreign traffic. They have numerous wants of which before they were unconscious, and they offer for export silk, tea, cotton and other products in increasing quantities. The specie freight outwards and silk freight homewards promise to be the most remunerative. Added to this is a passenger traffic to the treaty ports in China, the ports in Formosa, Japan, and the Amoor River, while the eastward travel would embrace a large proportion of those having business with the Pacific coast of America, north and south.

The distance from San Francisco to the south-eastern point of the Japanese island of Matsmai, which has been spoken of as a good place at which to touch, is 4,100 miles; to Cape Awa, at the southern end of Nippon, is 4,474 miles; from San Francisco to Honolulu, 2,100 miles, and to the Bonin Islands, 3,200 miles. The whole distance to Shanghai through the straits of Matsmai is 5,373 miles, or about twenty-one days steaming at 250 miles per day. This line once established, ninety days will be sufficient to make the circuit of the globe. As compared with the old routes, nothing will be experienced from the typhoons of the Chinese sea,

the hurricane of the Bay of Bengal, or the fearful storms which prevail in the Straits of Malacca.

### Affliction.

Count each affliction, whether light or grave,  
God's messenger sent down to thee. Do thou  
With courtesy receive him; rise and bow;  
And ere his shadow pass thy threshold, crave  
Permission first his heavenly feet to lave,—  
Then lay before him all thou hast; allow  
No cloud of passion to usurp thy brow,  
Or mar thy hospitality; no wave  
Of mortal tumult to obliterate  
The soul's marmoreal calmness. Grief should  
be  
Like joy—majestic, equable, sedate,  
Confirming, cleansing, raising, making free,  
Strong to consume small troubles, to commend  
Great thoughts, grave thoughts, thoughts lasting  
to the end.

AUBREY DE VERE.

### Deaths at the Seamen's Retreat, Stapleton, Staten Island,

*From April 27, 1864, to March 28, 1865.*

John Goof, April 27, 1864; Albert  
Oltman, April 27; Charles Brown, 18,  
May 6; Charles Tregarthen, 27, May  
11; Martin Allen, 23, May 11; Sam-  
uel Smith, 32, May 13; Bernard Ha-  
den, 47, May 26; August Bailey, 25,  
June 15; Henry Bergstadt, 17, June  
20; Dedrick Jettis, 30, June 20;  
Henry Runier, 35, June 24; Charles  
Boynt, 25, June 24; James Hopkins,  
30, June 25; Wm. Hall, 37, July 2;  
Thomas Smith, 37, July 2; Jeremiah  
Sayre, Sag Harbor, 58, July 11; August  
Wagen, 58, July 23; John Jackson,  
July 23; John Munsthausen, Ger-  
many, 22, July 26; John Heath, Ma-  
ryland, 40, July 28; Wm. Stewart,  
Scotland, 48, July 28; M. McCoy,  
England, 24, August 1; Fritz Meyers,  
Germany, 17, August 7; Augustus  
Hicks, Rhode Island, 37, August 8;  
John Ruff, England, 36, August 10;  
August Lewis, Martinique, 52, August  
16; James McGinness, Scotland, 33,  
August 19; Henry H. Girard, Conn.,  
37, August 20; Robert Vail, New  
York, 39, August 26; Wm. Smith,  
New York, 48, August 31; John Spus,  
Austria, 50, September 1; Richard  
Lewis, France, 32, September 8; Geo.  
Wilson, New York, 40, September 9;  
Charles B. Stanley, New York, 28,  
September 11; Charles Wessling,  
Prussia, 40, September 12; Edward  
Moore, Nova Scotia, 37, September  
14; Jacob Murkins, Hanover, 20, Sep-

tember 16; Daniel Morrison, Septem-  
ber 19; Geo. P. Reid, October 4;  
Thos. Hand, Ireland, 30, November 1;  
Mark Brooks, Mass., 35, November 10;  
John Smith, Sweden, 42, November 14;  
Thomas Bigelow, New York, 41, No-  
vember 25; John Begly, Ireland, 28,  
November 25; Moquell Mitchell, Mex-  
ico, 31, December 12; James Patter-  
son, Scotland, 41, December 23; Ber-  
nard Cahill, Ireland, 29, December 27;  
John Hay, Ireland, 28, December 30;  
John Curry, Scotland, 48, January 16  
1865; Pierre Benoit, France, 44, Janu-  
ary 18; John Fairclough, Sweden, 25,  
January 20; Ferdinand Marcette,  
Mauritius, 27, February 11; Joseph  
Barrow, West Indies, 16, March 1;  
Henry Currier, Maryland, 45, March  
28; Hector McKenzie, Scotland, 49,  
March 28.

THOS. H. SKINNER, JR.

*Chaplain.*

### List of Seamen who Have Died

*In the New York Hospital, from Novem-  
ber 1st, 1864, to March 31st, 1865.*

Cornelius Malloy, 28, New York,  
November 2, 1864; Jeremiah Dono-  
van, 37, Ireland, 6; Granville W. Lud-  
wig, 32, Maine, 9; Michael Timmins,  
26, Ireland, 21; James Hunter, 28,  
Maine, 27; John Campbell, 23, West  
Indies, December 3; David Johnson,  
15, England, 25; Peter Lynch, 37,  
Ireland, 29; William J. Powers, 42,  
New York, 30; William Harmon, 39,  
Pennsylvania, 31; Jacob Nickerson,  
27, Holland, January 2, 1865; Syl-  
vester Keech, 24, New York, 3; Thom-  
as Anderson, 34, Schleswig, 12; David  
Townsend, 29, New York, 12; N.  
Cunningham, 38, Ireland, 13; Alfred  
Decker, 21, New York, February 2;  
Stephen Williams, 26, Massachusetts,  
3; Angevine Gardo, 40, Manilla, 7;  
John Maguire, 38, Ireland 9; John  
Ryall, 31, England, 9; Thomas O'Gor-  
man, 29, New York, 12; Ezra Bran-  
don, 22, Maine, 16; William Barnes,  
50, Maryland, 18; Daniel Brown, 33,  
Pennsylvania, 24; Patrick Tobin, 30,  
Ireland, March, 2; V. Lounsbury, 50,  
New York, 2; Andrew Simmons, 27,  
Ireland, 17; John Barnes, 19, Ire-  
land, 17; Edward Fleetwood, 24, Ger-  
many, 22; James S. Fennell, 28, New  
York, 22.

D. COLDEN MURRAY,  
Secretary.



# THE LIFE BOAT



May, 1865.] Published by the American Seamen's Friend Society. [Vol. 6.—No. 5

## Mother's Prayer.

A mother knelt beside her chair,  
And taught her little son,  
To lip the holy words of prayer  
At morn, and set of sun;  
And angels tarried then to hear,  
As borne upon the air  
Those sacred tones fell on the ear,  
A mother's prayer.

That boy has grown to manhood's hight,  
He mingles with the gay,  
The path of life looks fair and bright,  
He fears no evil day.  
But ere the pleasure brings a sting,  
He sees the fatal snare:  
There's borne on faithful memory's wing  
That mother's prayer.

When age has bowed his sturdy form,  
And dim has grown his eye,  
And o'er his head a silver crown  
Proclaims he soon must die.  
He seems again a child, in years,  
With soft and flaxen hair.  
Again those holy words he hears  
His mother's prayer.

All other scenes may be forgot,  
And Nature's powers decay,  
Still memory gilds *one* sacred spot,  
Where mother knelt to pray.  
And when the angel Death shall come,  
Heavenward his soul to bear,  
Those sacred words he follows home;  
The mother's prayer. E. M. W.

Congregationalist.

## Ship Library Reports.

FROM A NAVAL OFFICER.

No. 812.—"I have the pleasure of keeping your library in my charge for the use of the officers and men of this vessel. It is read with considerable interest.

We still hold our meetings on the

Lord's Day, when it is so that we can. I pray you to accept of our many thanks for your kindness to us.

One of our officers wishes to ascertain the cost of one of your libraries. He wishes to take one to his family."

U. S. S. GENERAL GRANT,  
Tennessee River,  
March 25, 1865.

KIND FRIENDS :

Allow me, in behalf of the officers and men of this vessel to tender you our sincere thanks for library number 1281.

May heaven crown your efforts with success.

U. S. GUNBOAT E. A. STEVENS.

No. 924.—An officer who has been detached from this vessel since the library was received on board says, "The officers and men were very glad to receive the library, and I have no doubt they made good use of it. Please tell the children that I, for one, appreciate their labors in behalf of sailors, and thank them kindly for what they did to the crew of the E. A. Stevens."

UNITED STATES SHIP MEMPHIS,  
New York Navy Yard  
March 8th, 1865.

No. 384.—My ship is going out of commission to-day. I return you the library and many thanks for the books, tracts and writing material, &c., which

you so kindly forwarded to me through the course of thirty months, being continually on active service, I had but little time to use them myself, but they were always thankfully received by the crew. The reading matter suited all classes; and now, dear sir, accept my thanks on behalf of the crew of the gunboat Memphis.

Very respectfully, &c.,

JOHN B. CHILDS,

Rev. Mr. BATES. Ex. Officer.

U. S. Flagship LACKAWANNA,  
Off Galveston, Texas.

Chaplain R. K. Diossy :

Rev. Sir,—We have loan libraries Nos. 943, 947, and 511 on board, the two former received at New Orleans, last winter, and the latter at New York two years ago, the books are somewhat worn and a few are missing, but while I have had charge of them I have endeavored, by favor from our officers and others, to keep them very well stocked. We have very many readers on board, and owing to the exigencies of the service our crew are being continually arriving and departing to and from the vessel composing this division of the squadron. We have service on board regularly on Sundays, and we are about to start a choir at the request of Captain Emmons, having a melodeon on board to assist. We shall be very happy to have you visit our ship, should circumstances permit, and hope that a visit to this ship would prove, by the blessing of God, beneficial and satisfactory to you and ourselves.

In behalf of all my shipmates, I am in much esteem, very respectfully,

Yours, &c.,

JNO. G. FOSTER,  
Gunner U.S.N.

WM. H. BARTON,  
Lieut. & Ex. Officer.

FROM AN ACTING ENSIGN.

Nos. 1130 & 1131, on a gunboat on Cape Fear river. There is too much excitement at present to permit me to report favorably of the good effects of the library; or of the progress of religion. There is a moderate demand for the library books. We are on the eve of another engagement. In fact,

while I am writing, the exchange of deadly missiles is going on. We carried Fort Fisher, and I feel that the Lord will give us the victory over Fort Anderson also. I had a narrow escape from a rebel shell. If it had struck two feet higher, it would have killed a large number. It exploded right underneath me, on the deck below, and made terrible havoc among stores and woodwork. I hope, as soon as we take Wilmington, to report more favorably of religious matters, for then the excitement will be over. The Lord gives me strength to remain faithful, and I find much pleasure in the study of his Word. I shall be glad when I can retire to a theological seminary, to finish my studies for the ministry.

No. 749—U. S. gunboat New London, in charge of the Acting Assistant Surgeon—"Is in good condition; has been well read by the officers and crew."

No. 948—U. S. gunboat Stockdale—"Is in fair condition, in charge of the Commanding officer, who is accustomed to holding services on board. Has been read by most persons who desire to read or can read."

No. 975 and No. 241—U. S. gunboat Kennebec—"In very good condition, in the hands of the Executive officer. Thinks the practice of sending books and papers on board vessels is as beneficial to sailors as anything done in that way."

No. 1,215—U. S. monitor Milwaukie. The Executive officer says:—"Glad to see a library on board, for I believe I have a crew capable of appreciating it. It will always be convenient to have the Word of God preached on board the U. S. ship Milwaukie."

No. 1,216—U. S. gunboat Pampero—The Executive officer says: "Happy to say that the library has been received, and will undertake the charge of it. From what I can see and judge by the eagerness with which the books were received and read, I trust they may prove beneficial."



## A CAPTAIN'S TESTIMONY.

No. 1,445.—“I thank you very much for the library. I have looked it over, and find a very interesting selection of books. I shall take great pleasure in reading them myself. The men seem eager to get them, and some of them seem much more sober and thoughtful since reading. I think the libraries are a very great blessing to the sailors. The library which I had on my last voyage to San Francisco (No. 668) was read a great deal, and though there were no conversions, yet the books had a great influence over the men, and morally did much good.

God bless your noble Society, and put it in the hearts of those who have the means to uphold it and help in the good work! My home has been on the sea for nearly eleven years, and I feel interested in anything which tends to improve the sailor morally or spiritually, and from this time forth I mean to give a yearly contribution, and you shall have the first as soon as we get back to New York, which will be in a short time.

That the God of the sailor will prosper you in every good work and make your society the means of bringing many sailors to Christ is the prayer of your friend and brother in Christ.

B. M. W.

## ANOTHER CAPTAIN'S TESTIMONY.

No. 409.—The books have been much used having gone a great number of voyages from cabin to fore-castle and back. Many a stout-hearted man has been compelled to drop a tear and make new promises to his God, while going through those simple books as they are called. I commenced as soon as circumstances would permit, to distribute the books and talk to the men and, I can assure you, the labor was not in vain. Every sailor returned with the ship, and were better men than when they left. Your books are good, and are doing good. I wish that every ship that sails had one of your libraries on board.

D. M.

## A CAPTAIN CONVERTED.

No. 675.—The Captain writes, ‘The library has been read by all on board, with much earnestness, and I think

has been the means of doing a great deal of good.

As for myself, I feel that it has been the means of *bringing me to Christ*, the Saviour of all those who diligently seek him. May God ever bless the American Seamen's Friend Society is my earnest prayer.

S. C. F.,

Master of bark W—.

## THE BLACK VALLEY RAILROAD, AT PORT NATAL, AFRICA.

No. 848 went to sea on board the bark America, for the east coast of Africa, August, 1864, in the care of J. W. Walter. He took with him an extra quantity of Black Valley Railroad Tracts. The library and tracts were a source of great profit to officers and crew, and bear evidence of being well read. At Port Natal, found the American Missionaries, Messrs. Weller and Wilder, deeply engaged in promoting the temperance cause. A temperance convention was held, and Mr. Walter (our sailor missionary) presented the library copy (lithograph) of the Black Valley R.R. to the Society. It was a new thing with them, and they were eager to get copies. The tracts were therefore distributed among the inhabitants of the colony. The library has returned in good order.

H. C. G.

## A TRAVELING EVANGELIST.

No. 216.—Has been among the fishermen of Cape Ann. Our missionary writes “these libraries are the most efficient instrumentality we are using among the fishermen. The library is a little traveling evangelist among the boats. It loves to be on a vessel. I hope it will be as useful in the future as it has been in the past.”

No. 850 has been on board a fishing vessel. It has been useful in keeping men contented in their lot, as the books occupy the attention of the crew.

No. 400 has been in the port at Gloucester. It is in good condition and has been very useful.

No. 205 is on board Schooner Rose, 15 men; books doing much good.

No. 879 "has been very useful." It is in good condition, and has been read by the crews of several gunboats on the Mississippi. It is highly prized.

No. 905 has been returned and filled up and sent to the Grand Banks. Went from New York.

No. 196 has been three voyages. It is now on board a fishing vessel, and is a great blessing.

No. 148 is in a fishing vessel of Gloucester. The Captain writes, "we all love to have the library on board. The books are read with interest. I want you, if you possibly can, to keep a library on board our vessel."

No. 264 is on board the Day Star, in good condition. The books are doing much good.

No. 807 heard from. "I have distributed the tracts and books in the fore-castle and cabin, and trust the good seed will spring up in good time. We have attended prayer-meetings and there are indications of a work of grace." "His rod and his staff comfort me." P. H. L.

No. 819—Returned books, much used. Sent to sea again in the ship George Turner, for Bombay, 25 men care of the captain.

No. 819, returned books much used—sent to sea again in the ship George Turner, for Bombay—25 men—care of the captain.

### The Compass to Steer By.

"Well, my boy, so you are going to try your fortune in the city. I tell you it is a dangerous ocean to launch your craft on," said a man to his neighbor's son.

"Yes, sir," answered the lad, taking his Bible from his pocket; "but, you see, I've got a safe compass to steer by."

"Stick to it! stick to it!" cried the man, "and the enemy may blow hot or blow cold, he can't hurt so much as a hair of your head."

### God's Works.

What God does is done so sweetly,  
So completely,  
And so still,—

Every part becomes amazing,  
While we're gazing  
At his skill;

And so new the old appeareth,—  
So much finer as it neareth,—  
That the spirit—thrilling, soaring,  
And adoring—  
Sense of his perfection drinketh  
To its fill;

And each bosom prayeth, thinketh,  
"Do thy will."

Congregationalist.

P. B. F.

### A Segar.

Some years since the writer was spending the Sabbath with a vacant Church, and entertained by one of its wealthy families. On Sabbath morning a sweet little girl of five or six came with open hand, "Papa, can I have some money for the Missionary collection at the Sabbath School?" A three cent piece was put in the hand. "Oh, Papa, I want more, it's a Missionary collection." "No, child, that's enough for you, you are taking money every Sabbath." Off she went with her three cent piece. Soon after a box of most excellent segars was produced. These are excellent segars, Brother —, will you smoke? We confess to an occasional love of a taste of the weed, but we could not enjoy it just then. Their fragrance was not sweet enough to convince us that segars freely smoked every day, at \$80 or \$100 per 1,000 were in proper consistency with three cents monthly to Missionary collections by a professing christian to whom God had given wealth.

### American Seamen's Friend Society.

REV. HARMAN LOOMIS,	} Cor. Secs.
REV. S. B. S. BISSELL,	
MR. SAMUEL BROWN,	Asst. Treas.
MR. L. P. HUBBARD,	Financial Agent.
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AND } Bible H., Phil'a, Rev. S. BONHOMME.	
ADDRESS } 13 Cornhill, Boston, Rev. S. W. HANKS.	

### Terms of the Life Boat.

THE LIFE-BOAT is published for the purpose of diffusing information and awakening an interest more especially among the young, in the moral and religious improvement of seamen, and also to aid in the collection of funds for the general objects of the Society. It will be sent gratuitously, post paid, to every family from which a contribution is received, and to all persons who act as Collectors for the cause, provided a package of not less than 25 to one address is made up.